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ESTABLISHED 1887

KAL Flight 007: A Year Later

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(Continued on Page 2, Col. 1)

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The real significance

In Moscow, Continuing Charges That the Plane Was Spying for the U.S.

By Serge Schmemann New York Times Service

MOSCOW — The approach of the first anniversary.

a spying mission for the United States.

The bulk of these articles have been drawn from the Western press, probably because that is where most investigations into the incident have been pursued, but also because the Kremlin frequently tries to give its more controversial positions an aura of universality and credibility by citing compati-

ble opinions from abroad Thus in recent weeks Za Rubezhom, a weekly publication of the Union of Writers, has carried entire articles from the British publication Defense Attaché and the American weekly magazine The Nation that argue that the jet could have been on a probing mission into Soviet airspace for U.S. intelli-

Pravda, the Communist Party newspaper, reported on similar ar-ticles in West Germany and Literaturnaya Gazeta cited one in Japan. Radio Moscow carried a report from Brazil of an interview in an lialian newspaper with a former American diplomat who reportedly asserted that the jet was actually hlown up by an American bomb ditionated by remote control.

The primary purpose of the press campaign, diplomats here say, has been to anticipate the worldwide recollection of the incident on its anniversary on Saturday. But the articles also suggest that the impact of the incident, which brought the Soviet Union under international

castigation, has not faded away.

The specific assertions and questions repeatedly stressed by the Russians are likely to be debated for some time in the absence of any certain information on what caused Korean Air Lines Flight 007 to take a course over militarily sensitive Soviet territory. Most diplomats here think that if evidence does emerge, it will oot come from the Soviet Union, since it is probable that the Russians would have hurriedly made public any information supporting their case.

What the current spate of articles does demonstrate is the basic Soviat feeling that if it can be proved that the Korean plane was on a spying mission, the onus for the

In Washington, a Feeling That the Kremlin Helped Reagan at Home, Abroad

By Bernard Gwertzman
New York Times Service

MOSCOW — The approach of the first anniversary of the Soviet downing of a South Korean jetliner has prompted a flood of articles in the Soviet press arging the fundamental Soviet defense, that the plane was on a spying mission for the United States. The bulk of these articles have been drawn from the Moscory.

In interviews in recent days, general agreement was expressed that the lasting impact of the airliner downing, in which 269 people died, had been to tarnish the Soviet image and to make it easier for President Runald Reagan in dealings with

Western allies and at home. In particular, the officials said, the incident has helped Washing-ton rally the Western alliance at a time of considerable pressure from the Russians not to go ahead with the deployment of U.S. missiles.

The outrage expressed at the time over the downing of Korean Air Lines Flight 007 over Soviet territory, however, provoked a furious reaction in Moscow that made it virtually impossible for any pro-gress to be made toward a summit meeting that had been expected at this time last year. Yuri V. Andro-pov, the Soviet leader who died in February, issued a statement less than a month after the plane's downing, saying it was impossible to do business with the Reagan administration.

His successor, Konstantin U. Chernenko, has maintained the deaths of 269 people will pass from Moscow to Washington — where chilly attitude toward the Reagan administration. But with the excepthe Russians insist it belongs. In tion of Moscow's refusal to resume negotiations on limiting nuclear missiles, the Russians in recent the shorthand of Soviet propagan-da, the incident is now invariably referred to as the provocation with the use of a South Korean airliner, months have agreed to talks and agreements on a spate of less-im-portant issues, such as modernizing the hot line telephone link and new which was deliberately staged to foment anti-Soviet psychosis and

cultural exchanges.

The Korean airliner was shot down on Sept. 1, 1983, as it was The notion that since the plane was allegedly spying it was proper to shoot it down has never been leaving Soviet airspace. Flyiog questioned in the Soviet press, from Anchorage, Alaska, to Scoul, it was off its regular course, for Even those Russians who have privately expressed dismay at the large loss of lives have rarely chal-lenged the need for the kind of reasons still oot known with certainty. U.S. and Japanese intelligence, going over recorded radio and radar signals, deduced within 12 hours that it had been downed vigilance over the Soviet Union's borders that the pilot of the Su-15 by a Soviet Su-15 fighter, which interceptor demonstrated in shoot-

Western diplomats here say they . The Russians, however, did not believe the crisis brought on an admit to downing the plane for (Continued on Page 2. Col. 1)



Shiite women attending the commemoration Friday in West Beirut for Imam Musa Sadr.

Shiite Moslems Demonstrate in Beirut As Christian and Druze Militias Clash

BEIRUT - Scores of Shitte Moslem demonstrators paraded through the streets of Moslem-controlled West Beirut oo Friday to commemorate the disappearance six years ago of their spiritual lead-er, Imam Musa Sadr. In coastal areas of the Kharrouh

region south of Beirut, Christian residents fled to Israeli-occupied southern Lebanon as heavy overnight clashes broke out between Christian and Breze Moslem forces, security sources said.

Thursday night but said they sub-

sided shortly after dawn.

The rally was called to mark Mr.
Sadr's disappearance while on a
trip to Tripoli, Libya. Commercial activity in West Beirut and the mainly Moslem south was halted by the demonstration. Gunmen and other marchers waved posters reported to Beirut.

of the missing religious leader.
Shiite leaders reject Lihyan assection abat he vanished in sugust 1978 after leaving Tripeli for on, has been missing since setting Rome. The higher Shiite council, out Wednesday from Beirut for the grouping clerics and prominent po- castern Bekaa Valley. Israeli planes government on Thursday to sever diplomatie ties with Lihya.

The renewed fighting came only hours after the funeral of Pierre Gemayel, the Christian Phalangist Party leader, who died on Wednesday. In recent months, Mr. Gemayel had lent his support to moves for reforms to give the Moslem majority a greater say in Lebanon's government and end nine years of civil war. Mr. Gemayel's death aroused

fears of a hardening of attitudes by the Christian Lebanese Forces militia, which opposes the reform plans, and the possibility of renewed sectarian strife.

The fighting also follows press reports that the Druze Progressive Socialist Party's militia and the Lebanese Forces were strengthening their positions in the Kharroub area, just north of the Israeli front line at the Awali River, 38 kilometers (24 miles) south of Beirut.

Other artillery elashes were reported in the hills southeast of Beirut on Thursday night, as well as scattered shelling of residential ar-eas in Christian East Beirut.

movement. Nabih Berri, a cabinet minister, said Friday that as long as the road was closed, he would op-

Beirut radio reported artiflery pose a security plan for areas out-duels in the area for seven hours side Beirut.

Prime Minister Rashid Karami of Lehanon expressed concern Fri-day over the disappearance of a Reuters correspondent, Jonathan Wright, and asked Lebanese Army and security commanders to inten-sify the search for him, Reuters

litical figures, urged the Lebanese had raided Palestinian positions there the previous day.

No Radioactivity Found in Hold Of French Ship

ROTTERDAM - New tests have shown no trace of radioactivity in the hold of the sunken French freighter Mont-Louis, clearing the way for the salvage of its nuclear cargo, a Dutch salvage company said Friday.

from inside the ship, which sank last Saturday in shallow water off the Belgian coast while carrying 30 barrels of uranium hexafluoride to

The tests were made possible after the salvage company, Smit In-ternational, drilled holes in the hull Thursday. The holes also released trapped air and allowed the ship to settle firmly on the ocean floor.

An unusually high concentration The leader of the Shiite Amal of fluorine was found in the sea water, said Henk Drenth, a Smit spokesman. But there was no sign

Correspondent Disappears

Mr. Wright, a 30-year-old B-non has been missing since setting

The tests were the first on water

the Soviet Union.

of radioactivity, he added.

Peres, Shamir Cite Progress on 50-Month Plan

By James Feron New York Times Service

JERUSALEM - Shimon Peres and Prime Minister Yitzhak Shamir said Friday they had agreed on a 50-month bipartisao Israeli government hut indicated that there was still dissension within the

ranks of their respective parties.
"We made ... headway, yet our work is not completed; we shall have to continue." Mr. Peres said at a press conference. He added that "there are still one or two items" that he hoped could be resolved

"by Sunday or Monday,"

Mr. Shamir said he expected an agreement would be completed "very soon." The two men are to

meet again Sunday. Neither Mr. Peres, who heads the Labor alignment, nor Mr. Shamir, representing the rightist Likud bloc, would confirm details of a reported "agreement in principle" broadcast Thursday night by Isra-

The account, which indicated that Mr. Peres would serve for the first 25 mooths and then Mr. Shamir would take over, emerged from meeting of Labor alignment leaders. The sense that it represented an agreement came as a surprise to Likud officials.

Mr. Shamir made that clear after Friday's two-hour private meeting

with Mr. Peres.
"None of the conclusions" reached with Mr. Peres "have been consolidated," he said, "and until this morning none of the proposals had the approval of the Labor institutions," referring to the parties within the alignment.

That also provided to Lifety for

That also applied to Likud fac-tions, Mr. Shamir added, which

will oot be asked to approve any pact until Sunday. The prime min-ister said be boped that no faction would leave his bloc. According to the radio report

and similar accounts in oewspa-pers, Mr. Shamir would serve as deputy prime minister and foreign er under Mr. Peres's prime ministership, then the men would switch positions for the second 25-

month period.
The "grand coalition," as Mr. Peres has called it, would include 24 ministers, 12 from each side. Both Labor and Likud would be able to allocate portfolios to smallparty allies, although only with the

other side's agreement.

Mr. Peres, in answering questions, reported "headway" in the talks while Mr. Shamir spoke of the friendly British people despite the Britons' committing of differthey were close to an agreement.

It was evident that the rival political leaders were abead of the mainstreams of their respective parties in forging the broad coalition that President Chaim Herzog bad sought in order to resolve an election impasse.

Labor received 44 seats to Li- yan demonstrators. kud's 41 in elections July 23 to Israel's 120-member parliament, the Knesset. The remaining 35 seats were divided among 13 other parties, prompting great difficul-ties for either major bloc to form a ruling coalition

Each side tried, however, even as the unity talks progressed, and it was only when they had effectively blocked each other from getting the 61 votes necessary for an absolute majority that the bipartisan government began to take shape.

But the six-member Mapam group, a left-wing faction within the Labor alignment, has said it would not serve in a coalition with Likud, thus possibly undermining Mr. Peres's mandate to form the government, which was based largely on his leadership of the largest parliamentary bloc.

Mr. Shamir was asked Friday if this might be a factor in determining whether the Likud leadership would agree to the reported Peres-Shamir accord. He said it might.

Victor Shemtov, the Mapam leader, said the coalition being formed would represent "a govern-ment of national paralysis." But he also said that Mapam would not determine whether to drop out until after the government was formed

The 50-month term of the government being formed, set to coincide with scheduled elections in 1988, is seen by many as unrealistic, the assumption being that it would collapse under ideological strains long before then.

Mr. Peres and Mr. Shamir have attempted to deal with that problem through a series of policy guidelines that are still under discussion. They would outline how the leaders intend to tackle the economie situatioo, for example, where there seems to be a measure of agreement, and how they would handle areas where they disagree, such as Jewish settlements in occupied territories.

Although no details have emerged, it is understood that a bipartisan team of experts has agreed on some harsh economic measures to resolve a 400-percent annual inflation rate while also paving the way for continued aid from Washington, where officials

are said to be insisting on an Israeli austerily program.

The two leaders are understood

also to have agreed on a policy of withdrawal of Israeli troops from Lebanon and to be willing to invite Jordan to peace talks, although without referring specifically to the Camp David accords, which called for a period of self-rule in the West Bank area before negotiations over

sovereignty.

But while Mr. Peres and Mr. Shamir appeared cautiously opti-mistie that a settlement was imminent, some of their colleagues were less sanguine. Some hard-liners in Likud. reportedly including Depu-ty Prime Minister David Levy and former Defense Minister Ariel Sharon, are said to be insisting that Mr. Shamir be prime minister first.

Libyans Free 2 of 6 Britons As 'Gesture'

TRIPOLI, Libya — Colonel Moamer Qadhafi on Friday reeased two of six Britons detained without charge in Lihya. The ac-tion was called a "good-will ges-

George Bush and Douglas Ledingham met with reporters shortly after they were freed. Both ap-peared to be in good health and said they had been treated well. They were released into the cus-

tody of two British members of the

European Parliament, Alf Lomas and Richard Balfe.

Justice Minister Muftah Quiba said the men had been pardoned of all crimes but declined to say what the charges had been. The two Brit-ons said they planned to fly to London on Sunday.

The release came soon after Ali Houderi, a Foreign Ministry official, offered to release two of the six Britons in a meeting with a visiting delegation of British opposition legislators. Mr. Houden said be

hoped his country could "follow suit in the future" with the rest of the detainces. The JANA press agency said:

ent crimes." The gesture appeared to be an attempt hy Colonel Qadhafi to smooth relations with Britain after an April 17 shooting in front of the

Libyan Embassy in London. Gunfire from inside the embassy killed a policewoman and injured I Lib-After an 11-day siege, Britain broke relations and expelled the

Libyan Embassy staff. Five Libyans are awaiting trial in Britain on charges stemming from

a bombing campaign in March in London and Manchester that po-lice say was aimed at anti-Qadhafi Four lawmakers of Britain's opposition Labor Party, headed by

Ron Brown, met in Libya with Col-onel Qadhafi and other officials in hopes of visiting the detained Britons at the villa where they were being held. Mr. Houderi suggested to the legislators that if they waited two

days the detainces might be able to join them on a flight to Britain. "Who knows, you might be able to carry with you the detainees." Mr. Houdsen said, adding: "We are not in the husiness of keeping people in prison."

INSIDE Lech Walesa led a rally Fri-

day in Gdansk to mark the fourth anniversary of the Solidarity trade union. Page 2. ■ A House panel said the White House shielded documents that might have linked Reagan aides to alleged EPA abuses. Page 3.

ARTS/LEISURE

■ Works relating to two cement sculptures by Picasso are on display in Antibes. Page 6.

BUSINESS/FINANCE

■ Hongkong & Shanghai Banking Corp. is to acquire James Capel & Co., a London stock-Page 17. brokerage.

A SPECIAL REPORT Europe is asserting a new independence in its aviation pro-

Aerospace, Page 7 MONDAY

Koreans in Japan are facing

discrimination in jobs, housing and social programs as well as deep divisions within their own community.

Two Satellites Are Deployed By Discovery

By Lee Dye Los Angeles Times Service

HOUSTON - The space shuttle Discovery successfully launched two communications satellites Thursday and early Friday and prepared to deploy its last one on The six-member crew released

the first satellite eight hours into the mission, sending it into orbit notor that failed in two launches in This time the rocket worked per-(cally, propelling the satellite toand a stationary orbit 22,300

sevice is owned by a private firm, Satellite Business Systems. The second satellite spun out of he cargo bay early Friday. It will the several days for it to reach the enni over the Equator, also 22,300 onles above Earth, to serve as a communications tool for the De-

tense Department. That satellite, Syncom IV. was muilt by the Hughes Space and communications Group. It is desened to relay military data among june bases, ships and planes. The government has contracted to lease he satellite and three others like itfrom Hughes.

The crew of the Discovery inciudes Henry W. Hartsfield Jr., the commander, Michael L. Coats, the pilot: Dr. Judith A. Resnik, a mission specialist and the second American woman in space: two other mission specialists. Dr. Steven A. Hawley and Lieutenant Coland Richard M. Mullane; and a payloud specialist. Charles D. Walker of the McDonnell Douglas

Mr. Wolker speni part of the day Friday in Discovery's lower deck operating a refigerator-sized mathine designed to produce large amounts of a hormone for later human testing. McDonnell Douglas has declined to discuss the type of drug involved. Mr. Walker, the first commer-

cally sponsored astronaut, turned

on the machine an hour early after repairing a device designed to remove buooles from the processing AME III The Discovery was inunched from the Kennedy Space Center in Florida on Thursday after liftelf had been delayed three times since

June. There were less-severe mechanical problems this time and a (Continued on Page 2, Col. 5)



Henry W. Hartsfield Jr., the shuttle commander, checks the control panel as the crew

prepares to deploy a satellite. Looking on is Dr. Judith A. Resnik, a mission specialist.

A Fast Revives Interest in Jailed U.S. Indian Leader

SPRINGFIELD, Missouri - A fast begun in April by a leader of the American Indian Movement has revived interest in a case that has long been championed by

indicted for the 1975 killings of two agents of the Federal Bureau of Investigation in a daylong gunfight at the Pine Ridge Reservation in South Dakota. He alone was convieted, though on the basis of circumstantial evidence. he was framed by the FBI, whose only "eyewitness,"

coerced into saying that she saw Mr. Peltier kill the agents. for a new hearing that would be limited to information Mr. Peltier's attorneys have obtained from the FBI under the Freedom of Information Act. They contend that a bureau teletype indicates that an AR-15 rifle linked to Mr. Peltier was not the weapon that killed the agents.

South Dakota, Many people have complained of irregularities in Mr. Peluer's prosecution and conviction. In 1978, the 8th U.S. Circuit Court of Appeals said that there had been "a clear abuse of the investigative process by the FBI," but it

grant Mr. Peltier a new hearing.

Mr. Peltier, 39, is confined at the Medical Center for Federal Prisoners in Springfield.

In an interview, he appeared to be in good bealth. He is lean, but not emaciated. He spoke softly, but in a strong

The fast technically ended May 25, but Mr. Peltier said

onking as fit as be does." The Indian leader is isolated from other prisocers, held

in what be calls "the hole." Mr. Taylor, who prefers the term "administrative detention," said Mr. Peltier was a inmates at the medical center.

guards in October. After the crackdown, many inmates, including Mr. Peluer, complained of beatings. Mr. Peltier said he was preveoted from having religious

medieine man, or spiritual adviser. The other men, another American Iodian and a Mexican Sephardic Jew, made similar charges. After they were transferred to the medical center in May, they began

of the government and the monopolies."

Mr. Peltier, whose mother is Sioux and father is Chippewa and French, grew up on the Turtle Mountain Chippe-wa Reservation in North Dakota, where poverty was

widespread. At the time of the shootings at Pine Ridge in 1975, violence was rampant on the reservation as various fac-tions fought each other. Mr. Peltier and members of the American Indian Movement were living in a spiritual camp near a compound owned by the Jumping Bull family

He said that when the shooting began on the morning of June 26, 1975, he was a quarter mile from the camp. As be

running up the hill. This was quite a ways from the Jumping Bulls' compound. I was with a group of 17 people. I was leading them out of there. We were running up this hill and there was bullets flying by my head awful close. I heard them. I hit the ground. I had no other choice

but to turn around and start firing back." The government gives a different version of what took place and says that after the agents chased a pickup truck onto the reservation, the truck stopped at a fork in the road and that some men, including Mr. Peltier, jumped out and opened fire on the agents.

By E.R. Shipp New York Times Service human rights activists, Leonard Peltier, the Indian leader, was one of four men

Mr. Peltier has always said that he is innocent and that Myrtle Poor Bear, later recanted and said she had been In April, a three-judge appeals panel granted a motion

The hearing has been scheduled for Oct. 1 in Bismarck,

nevertheless upheld the conviction. Last year, 50 members of Congress urged the court to he now eats just enough food to prevent prison officials from force-feeding him.

Paul Taylor, the executive assistant to the warden, saio, "If he were only eating a few bites of food, he wouldn't be

security risk and might be a detrimental influence on other Mr. Peltier began the fast April 10 with two other inmates at the Federal Penitentiary in Marion, Illinois. The three men said they were protesting their lack of religious freedom because the maximum security prison

restricted inmates' privileges after the murder of two

objects to his cell, including sacred eagles' feathers, a pipe and incense. Nor was he allowed, he said, to meet with a

takiog food, A month later, Soviet press reports depicted Mr. Peltier as "a typical example of politically motivated persecutions of Americans who are fighting for numan rights, against yranny and lawlessness, against the predatory practices

Four Soviet scientists wrote to President Ronald Reagan, saying, "Please stop the violation of human rights in 28, were recovered. They had been shot at close range.

your own country, in the state of Missouri, where your compatriot Leonard Peltier is dying."

Mr. Peltier said he agreed with the Soviet assessment of

and working with the traditionalist faction. Most people on the reservation were armed, he said, "to protect themselves, you know, in case there was an at-

ran back, however, he joined in the shooting.
"I admit I shot back at them," be said. "We were

When the shooting ceased that night, the bodies of the two agents, Ronald A. Williams and Jack R. Coler, both

Walesa Leads Demonstration On Anniversary of Solidarity

rally of nearly 1,500 supporters the Polisb national anthem and a Shipyard on Friday to mark the you very much," he told the crowd. fourth anniversary of the signing of "See you on Dec. 16." the Gdansk agreements that The date refers to the anniversaspawned the now-outlawed labor

As Mr. Walesa left work through the gate, cluiching a bouquet of of the shipyard strike committee at flowers, the crowd began to chant the time. "Leszek, Leszek," a dimioutive for Lech, and raised their fingers in victory signs.

Mr. Walesa, with a bodyguard and aide clearing a path, walked through the crowd and placed the flowers at the foot of the monument, which bonors workers slain in clashes with Polish security forces in December 1970. There were heavy police patrols around the monument, and officers checked identification cards. Several Western television crews were

The Associated Press Mr. Walesa, giving the V-for-vica and it was not clear why be decided against doing so.

less, the Solidarity leader, led a around the monumment in singing [In Warsaw, mounted police]

ry of the 1970 protests by Gdansk workers over increases in food prices. Mr. Walesa was a member

Mr. Walesa, who earlier in the week released a statement to mark the 1980 accords, did not make any further comments and walked quickly to his van, parked outside another gate to the shipyard.

Several hundred people followed the 40-year-old electrician and chanted "Solidarity" as he got in his ear and drove away. Then the crowd dispersed quietly; the police did not intervene.

clubbed demonstrators gathered outside the main gate of the Lenin patriotic religious song. Thank for about an bour outside St. John's Cathedral to mark the Solidarity anniversary, United Press Joternational reported.

[Riot police with water cannons ecoverged on about 2,000 Solidarity supporters at the end of an evening Mass attended by about 6,000 people. Youths displayed a large red Solidarily bancer and 700 demonstrators broke away from the crowd. The police chased them and used truncheons, but no serious injuries were reported.)

Security was reported to be heavy around the industrial complex of Nowa Huta, south of Krakow, in anticipation of possible trouble after a scheduled evening church service, according to Western reporters. Sources reported that the Reverend Jozef Gorzelany, a Mr. Walesa had said he hoped to parish priest, was summoned by make some remarks to supporters, police for questioning Friday.



Lech Walesa at the Lenin Shipyard in Gdansk.

KAL Flight 007: A Year Later, Moscow Repeats Spy Charges

extensive high-level assessment, and there have been some signs in the press over the last year of measures apparently taken as a result.

At the end of last year, for example, the Polithuro proposed a unified air traffic control system to replace the existing regional

In January, the journal Aviatsiya i Kosmonavtika, or Aviation and Cosmonautics, carried an article by praised pilots who took extreme nurtured by Soviet history and pro-Colonel General Sergei V. Golu-actions against intruding aircraft paganda of their country as a na-

of the air force for combat training, that seemed to criticize the han-dling of the incident by Far Eastern air defense forces. The article said of origin, and criticized ground commanders who hide hehind

bev. a deputy commander in chief that refused to land. Although rumors were widespread in Moscow of punishments levied against Far Eastern air desense commanders,

no concrete facts emerged. no concrete facts emerged.

Among Russians in general, the incident drew varying and amhivalent reactions. Knowledgeable Russians said the large majority of tess-sophisticated workers approach to a second the official em others.

But General Golubev also nation, which played to the belief

U.S. Says Kremlin Reaction Aided Reagan

(Continued from Page 1) nearly a week. After they did, they insisted it was on a U.S. spy mission. The charge has been denied repeatedly by the United States and South Korea. A report by the International Civil Aviation Orga-nization this year speculated that the plane was off course because of pilot navigation error.

"When you look back oo the KAL alfair." a senior White House official said. "there is a temptation to say it worsened relations. That's not the real significance. The real significance is that it provided a groundswell of criticism of the Russians here and everywhere that put them on the defensive and gave us some flexibility."

This is exceptionel. An inheritance or business

ere quoted and paid out in German Marks [DM). This is where your advantage is. The West German Mark has been one of the strongest curren-

cies in the world for years. Each lottery runs over a period at 5 month, one class per month. There are 400,000 lickets with

147.461 prizes totalling over 133 Million DM, A total of 242 jackpots ranging from 100.000.-- to 1 Million DM are reffled-off plus plenty of medium

and smaller prizes. It is also possible that 10 prizes of 100,000 - DM will be combined into a SUPER-JACKPOT OF 1 MILLION - determined

in pre-drawings. That means that 24 prizes of 1
Million DM plus 2 guaranteed prizes of 1 Million
and 2 Million each will be drawn = 26 SUPER
JACKPOTS = 26 MILLIONAIRES.

1 Class

MILLION DM

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MILLION DM or

colossal proportions to the Sovifor the incident.

"The way the Russians handled and Los Angeles walkouts seemed

it, they took the heat off Reagan," a further instances of Soviet "irrevict affairs said. He added that the affair "provided a political boon"

velopments in the months after the incident that he said had hackfired for the Soviet Union. The first was of the negotiations in Geneva on limiting medium-range missiles. The other was the announcement A senior State Department offi-cial added, "It was a black eye of pics in Los Angeles.

ets." He said that to this day he could not understand why the Soviet Union did not promptly accept tendency in the United States and responsibility and then apologize abroad to blame Mr. Reagan for

State Department specialist on So-vict affairs said. He added that the affair "provided a political boon" hlamed for the bad relations," one to the administration. senior State Department official He pointed to two important desaid. "Everyone remembered be had called them 'liars and cheats.'

But after the KAL shooting-down, the president seemed to make sense the Russians' decision to walk out to a lot of people."

of the negotiations in Geneva on Another official said: "I'd almost go so far as to say it created a consensus in this country about the Soviets. A basic kind of anti-Soviet mood was created that is fairly supportive of the president."

and of their borders as sacred barriers.

Among the intelligentsia, many of whose members keep informed of world events through foreign short-wave radio hroadcasts, there was widespread horror over the in-cident. But while many of these people were dismayed that the So-viet pilot had failed to identify the jetliner, few questioned the right of the Soviet Union to defend its air-

space by shooting down intruders. Probably the most common source of criticism among educated Russians and even government of-ficials was the handling of information by the government. Many of these people felt that if Moscow had not tried to deny any knowl-edge of the incident for almost a week before acknowledging that it had shot down the plane the international outery would never have reached the volume it did.

What is clear from Soviet commentaries is that the Russians did not feel President Ronald Reagan had treated Moscow with moderation and restraint. Mr. Reagan's declaration from the first day that the incident was inexplicable to civilized people everywhere and subsequent U.S. actions at the United Nations and elsewhere to maintain the pressure on the Krem-lin were widely held in Moscow as evidence that Washington was using the incident to provoke a wave of anti-Soviet bysteria.

No New Goals In Reagan's Long-Range **Space Plans**

By Philip M. Boffey New York Times Service

WASHINGTON - President Ronald Reagan has approved a long-awaited "national space strategy" that does not set forth new goals but instead assigns responsi-bilities for carrying out studies or accomplishing goals already announced.

The document, approved by the president last month and expected to be made public in two to three weeks, will disappoint space enthusiasts who had hoped the strategy would specify grandiose long-range goals that would guide the space program for decades to come. Among these were such projects as a manned base on the moon or manned exploration of other plan-

Last October, on the 25th anni-versary of the National Aeronautics and Space Administration, Mr.

Reagan said:
"We're not just concerned about
the next logical step in space. We're planning an entire road, a high road if you will, that will provide On Sept. 28, nearly a month after us a vision of limitless hope and the downing. President Yuri V. Anoportunity, that will spotlight the dropov issued a denunciation of meredible potential waiting to be Mr. Reagan, questioning for the used for the betterment of manifest time whether any agreement could be reached with the Personal Could be reached the Personal Could be reached the Personal Could be reached the Personal Could be reac

could be reached with the Reagan specied space analysts, who re-quested anonymity, said Wednes-day: "This is not the space strategy most people have been waiting for. administration.
"Even if someone had illusions as to the possible evolution for the better in the policy of the present most people have been waiting for.

American administration, the latIt doesn't sound much like the high
est developments have dispelled road to me."

The strategy apparently defers them," Mr. Andropov wrote, referring to the Korean airliner affair, significant long-range planning un-Among many Western analysts of til after a new congressionally man-Soviet affairs in Moscow that state-dated space study can be carried

ment marked the final adoption of Congress recently directed the president to appoint a National an anti-Reagan policy in the Kremlin. If so, the furor over the Korean jetliner may well have been the Commission on Space to identify goals and opportunities for the

After that commission completes its work, according to the new strategy document, White House and government groups will review the report and come up with their

own long-range goals. The strategy reaffirms such pre-viously announced goals as building a permanently manned space station within a decade, fostering international cooperation in space, increasing commercial activities in space and continuing a balanced. research program, according to a White House official.

■ Proposed Cutback Assailed The Reagan administration's budget office is trying to cut in half the U.S. commitment to an international satellite rescue program, The

Thursday that the project would be completed "successfully and safely" in time for next year's scheduled first launch of the shuttle at the base. NBC News quoted unnamed

> David A. Stockman, director of the Office of Management and Budget, recently urged the Commerce Department to commit only one satellite to the rescue program instead of two, as a money-saving

But Mr. Aldridge said: "Let me assure you and the American taxpayer — and f can't be more emphatic — there is no substance to the allegations that That plan is meeting strong resistance from officials concerned that the program would be harmed and that a U.S. cutback would allow the the launch pad will hlow up when the shuttle is launched Soviet Union, which has three satfrom Vandenberg next year." cilites in the program, to reap a propaganda victory.

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Kohl Uncertain on Honecker Visit

BONN (WP) — Chancellor Helmut Kohl of West Germany confirmed Friday that the leaders of Bulgaria and Romania will visit Bonn in the next two months, but acknowledged that he still did not know whether the East German head of state, Erich Honecker, also would fulfill plans to

the East German head of state, Erich Floriester, also would runtil plans to travel to West Germany soon.

Mr. Kohl said he expected "a definitive decision" concerning the trip by Mr. Honecker in the oext few days. The Honecker trip, tentatively scheduled to start Sept. 25, would mark the first time an East German leader ever visited West Germany. The long delay in announcing Mr. Honecker's intentions has raised speculation in Bonn that the East German leader may postpone his trip to appease Soviet anxieties about the growing closeness of the two Germanys.

the growing closeness of the two Germanys.

The chancellor emphasized the importance of Bonn's relations with other members of the Warsaw Pact by referring to the forthcoming visits by President Todor Zhrykov of Bulgaria and Romania's leader, Nicolae Ceausescu. Mr. Zhivkov is to see Mr. Kohl in Bonn on Sept. 20 while Mr. Ceansescu is expected on Oct. 15.

Shultz, Gromyko to Meet in New York

WASHINGTON (UPI) — Secretary of State George P. Shultz and the Soviet forcign minister, Andrei A. Gromyko, will meet in New York next month, the State Department said Friday.

U.S. officials said it was unlikely that Mr. Gromyko would meet President Ronald Reagan, who will be in New York on Sept. 24 to address the United Nations General Assembly. Mr. Shultz and Mr.

Gromyko last met in January in Stockholm.

Meanwhile, the Soviet Union's substitute Olympics, the Friendship'84
Games, ended formally Thursday night without a scheduled appearance by President Konstantin U. Chernenko. Sources in Moscow said Mr. Chernenko, 72, had been hospitalized in early August with a heart

UN Peace Move Accepted on Cyprus

NICOSIA (AP) — Both the Greek and Turkish Cypriot sides announced Friday that they had accepted a United Natious peace initiative for a settlement of problems on the island.

"Our reply to the questions posed by the UN secretary-general is positive," said the announcement by the Greek Cypriot side.

It came a few bours after Rauf Denktash, the president of the self-proclaimed Turkish Cypriot Republic of Northern Cyprus, announced acceptance of the "working points" submitted by Secretary-General Javier Perez de Cuéllar this month. Javier Perez de Cuellar this month.

Several Die in Blast at Kabul Airport

ISLAMARAD, Pakistan | Renters) — Several women and children died in a bomb blast at the Kabul airport Friday that the state radio biamed on Mosiem guerrillas. Radio Kabul, monitored bere, said the bomb exploded outside the heavily guarded airport, which doubles as an air base for Soviet and

Afghan military aircraft. It gave no precise figure for the dead and injured and said only that they were there to see off departing relatives. According to Western diplomats here, Kabul guerrillas have stepped up their attacks on the airport over the past month and appear to be probing its security system

Police in South Africa Kill 2 Blacks

JOHANNESBURG (Reuters) - Two blacks were shot to death by police during violence Thursday in black townships east of Johannes-

burg, police said Friday.

A police spokesman said it was not known who killed a third victim, a
14-year-old boy who had three gunshot wounds in his back. At least 18

others were injured in the rioting in three townships.

Police used tear gas to disperse hundreds of youths who threw stones and set fire to vehicles. The rioting followed weeks of school boycotts to protest the inferior level of education for blacks.

2 Died in Plane Fire, Cameroon Says

YAOUNDE, Cameroon (Reuters) — Twenty-four passengers missing after a Cameroon Airlines plane caught fire at Donala's airport Thursday have been accounted for, leaving the death toil at two, the state radio said

Friday.

It added that 29 of the 90 people hospitalized were released Thursday night. Earlier reports said that 120 people had been aboard, plus a crew of

Washington.

The broadcast said the Boeing 737 had stopped during takeoff for Yaoundé to allow a military aircraft to land. Those aboard then heard a cit satellites to carry French and Canadian equipment that can pick up distress calls from planes, ships, or manooned explorers. It has re-

portedly saved 247 lives in two Cruise Tests From B-1 to Be Delayed

EDWARDS AIR FORCE BASE, California (UPI) - Test launches of cruise missiles from the B-1 bomber will be delayed a year because of the crash of a prototype of the swept-wing aircraft earlier this week, the U.S. Air Force said Friday.

A spokesman in Washington said that the destroyed model, a B-IA,

was being modified and would have been used for tests with cruise

missiles carrying dummy warheads next summer.

But because of the crash, the air force spokesman said, the cruise missile testing probably will not be done until 1986 and it will conducted with the new version of the bomber, the B-1B.

Geneva Talks End With Blast at U.S.

GENEVA (AP) — The Disarmament Conference ended its 1984 session Friday, still deadlocked over a U.S. draft treaty barming chemical weapons and after hearing a final Soviet attack on the United Status.

In a speech that criticized U.S. arms policy, the Soviet ambassador,
Victor Issraelyan, criticized President Ronald Reagan for creating an
"explosion of the armaments race" and proclaiming a "crusade against

"If negotiations banning chemical weapons are torpedoed as were the other negotiations in the disarmament area, then it will be easily understood who bears the responsibility," Mr. Issraelyan said at the 40-nation conference, which resumes Feb. 5.

3 Danes Charged With Pornography
COPENHAGEN (AP) — Three Danish publishers were charged
Friday with producing child pornography in the latest reaction to a U.S.
television documentary that called Denmark a major supplier to the American market.

Police in suburban Holback identified the three only as managing directors of COQ International, a printing and publishing house specializing in homosexual material. Their names were not made public.

For the Record

The U.S. office of the Iranfan opposition group Mujahidin identified the pilot of an F-4 jet who defected to Iraq on Thursday as Captain Rahman Nagheeb, the brother of a Mujahidin commander executed by

Seven followers of Rabbi Meir Kahane, a far-right member of the Israeli parliament, or Knesset, were arrested on Friday when they tried to stop Arabs from entering a Jewish settlement, the police said. (Reuters) Satur Ocampo, a Filipino journalist who has been jailed in a Philippine Army camp since 1976, won a day's freedom Friday to join in the first celebration of Philippine Press Freedom Day.

(AP)

Chester A. Crocker, U.S. assistant secretary of state for African affairs, met Friday in Pretoria with Foreign Minister R.F. Botha on the future of South-West Africa, or Namibia, a South African government spokeswoman said. Prime Minister Felipe González of Spain was quoted Friday as having

said that his country would soon establish diplomatic relations with Israel. In an interview with the Israeli newspaper Ha'aretz, be said: "Our intention to establish diplomatic ties with Israel is clear and determined. We will do so in the not-distant future. But we haven't determined the

Aides to President Ronald Reagan and to the Democratic presidential nominee, Walter F. Mondale, agreed Friday that the two will meet in atleast one debate before the Nov. 6 election.

(AP)



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English Please print in Mr Mrs Mrs Miss 73/54 LastName . : P O Box Country VALID CHLY WHERE LEGAL, NOT AVAILABLE TO RESIDENTS OF SINGAPORE THE PLEASE INCLUDE PAYMENT, WHEN YOU ORDER AFTER OCT. S.

Discovery Deploys 2 Satellites (Continued from Page 1) The plane, flown by Dr. William Clarke, a physician from Jackson-ville, Florida, held op the shuttle flight for six minutes and 50 secslight delay caused by interference

from a private plane.

Air Force Says

Shuttle Base Has

Serious Problems

Las Angeles Times Service

Air Force official investigating

charges of unsafe construction at the space shuttle launching

facility being built at Vanden-berg Air Force Base in Califor-

nia has acknowledged that at least 15 serious problems re-

However, the official, Under

Secretary Edward C. Aldridge Jr., expressed coofideoce

quality cootrol inspectors last week as saying that workman-ship at the \$2.5-billion facility

is so shoddy that there is a one

in-five chance that the launch

pad will blow up during the first launch from the site in October

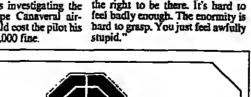
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confidential service. Now it is up to you, there-fore order and mail the coupon today. Lots of Luck ■ Embarrassed Passenger A passenger on the private plane that delayed the launch of the shut-

> The Associated Press reported Fri-The Federal Aviation Adminis-

onds until air force and Federal Aviation Administration planes chased it away. Robin Clark, one of two passentle said he felt "awfully stupid." gers in the plane, said: "We were in the warning area but outside of the restricted area. I thought we had the right to be there. It's hard to

tration says it is investigating the violation of Cape Canaveral air-space, which could cost the pilot his license and a \$1,000 fine.

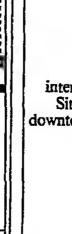




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the Superfund program for politi-

agement of the \$1.6-billion hazard-

All four Republicans on the 17-

member subcommittee dissented from the report, contending that

the EPA's performance reflected

"gross mismanagement" and "in-

competence, but oot occessarily unlawful behavior.

ment and political manipulation of

The investigation into the fund

had evolved into a confrontation between Congress and the execu-tive branch when President Ronald

Reagan claimed executive privilege

over thousands of documents on

the Superfund and ordered Mrs.

programs, according to Walter W. Heller, former chairman of the Council of Economic Advisers and

an adviser to the Mondale cam-

paign. Mr. Heller said that carmarking

funds is "very tough" and often the money could only be approximat-

perfectly clear."

"Still," he said, "the spirit of it is

Mr. Mondale's disclosure came

Burford not to release them.

the Superfund.

ous waste cleanup fund.

AMERICAN TOPICS

was really beautiful," he said, "and Washington has been

great. It's just two individuals [who weren't], that's all."

The U.S. Customs Service

them from returning travelers.

Traffic bas been lighter than usual this summer along traditional vacation routes through the West. The number of people

flocking to look up at the faces

of four presidents carved into

Short Takes

TV Viewers Voted With Their Dials

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The Republicans will have to look for victory somewhere other than in the television ratings. Although 19.1 million homes tuned in for the closing session, when President Ronald Reagan spoke to the party's national convention in Dallas, the audi-

incenter averaged only 16.3 million imms each right.
In contrast, the average andience for July's Democratic convention was 17.2 million homes.
The Depublicant The Republicans got fewer viewers because their convention had less drama and suspense than that of the Demo-crats, according to network

viewers during convention week? ABC's always dramatic,

cestry than any city other than Mexico City, the city has no elected Hispanic officials.

which 75 percent of the residents are Hispanic.

Mr. Snyder has long been ac-cused of conflicts of interest and has even been fined be-

council to give Hispanic com-petitors more of a chance. Few City Hall watchers expect that idea to go anywhere.

Uncommon Reaction

After walking for six weeks and more than 600 miles (about 975 kilometers) through five states, 35-year-old Thomas Tyrrell, a Detroit psychotherapist who suffers from multiple sclerosis, finally reached Washington and was drawn to the gleaming, floodlit dome of the U.S. Capitol.

There, only a few yards from ttacked by two men, kicked i the crutch that had carried him

House Panel S Shields Paper "It's very maddening to travel more than 600 miles, finally reach my goal and have this happen," he said. Still, Mr. Tyr-rell recognized the random assault for what it was: "The trip

By Cass Peterson

WASHINGTON - A House of Representatives subcommittee has accused the White House of shielding documents that congressional investigators think could link presidential aides to last year's controversy over management of a fund for hazardous waste cleanup.
It said Thursday that the White

House had attempted to thwart a congressional investigation by withholding information on "misconduct and political manipula-

"A volume of documents remain at the [Justice] Department which represent White House staff involvement with the EPA," says a report issued by the House Energy and Commerce oversight subcommittee. "Nevertheless, the department, at White House direction, has declined to make this final set of papers available."

Among the documents the panel has requested are the written recol-lections of the cabinet secretary. Craig L. Fuller, the White House deputy chief of staff, Michael K. Deaver, and a White House policy aide, Martin Smith.

According to the report, Rita M. Lavelle, who had headed the cleanup program known as the Super-fund, exchanged dozens of phone calls with those officials. Mr. Fuller and Mr. Deaver have publicly denied any extensive contact with

The report concludes that Anne M. Burford, who was the Environ-

By Milton Coleman

Washington Pau Service ST. PAUL, Minnesota — Walter

F. Mondale, hinting at the contents

of his plan to reduce the federal

budget deficit, has told Democratic

business leaders that revenues from

be set aside for the purpose of low-

ering the deficit, not for higher

spending on social programs.
But aides later insisted that the

his proposed tax increases would

House Inquiry ised congressional investigators altrator at the time, and some of her

most free access to the documents they demanded. The president, while strongly asserting his right to top aides "violated the public trust by disregarding the public bealth and the environment, manipulating claim executive privilege, said he would turn over the papers to dis-pel the growing suspicion that the White House was trying to cover up wrongdoing. Only those docu-ments that might complete ac-tive investigations and the seccal purposes, engaging in unethical conduct and participating in other White House officials declined to comment on the report, which tive investigations would be withrepresents the conclusion of a twobeld, he said. year investigation into EPA's man-

However, the subcommittee, headed by Representative John D. Dingell, a Michigan Democrat, said it needs additional material to fully investigate "evidence of substantial contacts" between White House and EPA officials.

Miss Lavelle was dismissed by Mr. Reagan on Feb. 7, 1983. She was later convicted in U.S. District More than a dozen top-level EPA nflicials, including Mrs. Burford, left the agency in February and March 1983 amid allegations of unethical conduct, mismanage-Court on four counts of perjury and other charges related to her dealings with a former employer while at the environmental agency. Her six-month prison sentence has been stayed pending appeals.

The report quntes testimony from Miss Lavelle's staff, much of it received in closed sessions, which suggests that contacts between Miss Lavelle and White House officials "were far more extensive than either they or Ms. Lavelle have acknowledged to date."

The report quotes two Lavelle aides as saying they placed 25 calls from her to Mr. Fuller, the cabinet Those documents eventually were turned over to House investigators under an agreement reached March 9, 1983, the day Mrs. Bursecretary, and 30 to Mr. Smith of ford resigned. the policy development office. Miss
At the time, Mr. Reagan prom-



Rita M. Lavelle

number of calls from the two officials and less frequent calls from Mr. Deaver, the aides testified.

"The frequency and timing of those communications raise serious questions about the extent to which the White House became involved with the Superfund program," the report states.

According to subcommittee aides, the documents now being sought stem from an internal White House investigation last year.

Fred F. Fielding, the White
House counsel, launched the inqui-

ry into contacts between White House aides and EPA officials. The results of Mr. Fielding's in-

vestigation have oever been made public, but the responses from White House aides were forwarded to the Justice Department, which was asked to treat them as "White House documents."

Water Contamination Called Potential Threat

U.S. Releases Long-Deferred Strategy To Safeguard Underground Supply

By Philip Shabecoff
New York Times Service
WASHINGTON — Calling
contamination of U.S. underground water by man-made toxic substances a potentially grave threat, the Environmental Protection Agency has announced its plans to protect these water sup-

Several environmental groups and other critics immediately assailed the agency's plan as doing too little, too late.

The lnng-deferred national strategy would keep primary responsi-bility for safeguarding underground water at state level but would introduce a variety of feder-al initiatives, including a program to control leakage from underground storage tanks containing petroleum and other hazardous materials.

The strategy establishes three categories of uoderground water systems in be accorded varying levels of protection.

One, "special" ground water that is highly vulnerable to contamina-tion and on which large numbers of people depend for drinking and nther uses, would be afforded stringent protection.

Under the second, most of the grnund water currently in use would continue to receive the protection afforded under existing reg-

ulatinns.

The third category, water now highly saline or contaminated and not likely to be used by public water systems, would not be subject to strict protection or cleanup requirements.
While the strategy sets national

guidelines for protecting water, Al-vin L. Alm, the agency's deputy administrator, said that no new mandatory requirements were to be imposed on the states. At a press conference that ac-

companied the release of the plan Thursday, be emphasized that state control of ground water was "a tradition deeply ingrained in our legal and institutional history." However, Representative James

Florio, a New Jersey Democrat who has been one of the most active legislators on toxic contamination issues, assailed the EPA plan for failing to impose mandatory standards on the states for protecting ground water.

about," Mr. Florio said. "This is instration giving the impression of activity on an environmental probactivity on environmental probact

an environmental organization, said that the EPA strategy would provide little printection of water could cause cancer, birth defects or supplies from toxic contamination. genetic or environmental damage.

aquifers for its drinking water supplies. Mr. Alm said that "in general" these water systems were still relatively free of contamination. But be added that in recent years it bad heen discovered that dangerous chemicals had been leaking into ground water supplies and that the United States faced a serious problem "if we don't get on top of this now."

He said an agency study of pub-

The Carter administration had introduced a natinnal plan to protect underground water supplies fnur years ago. But the plan was withdrawn by the Reagan administration, which criticized it as preempting states' rights.

for ruling on the safety of toxic ebemicals, rather than relying on the "haphazard" process ni voluntary testing by manufacturers, a federal judge has ruled in New Ynrk, The Associated Press report-U.S. District Judge Kevin Duffy

is "haphazard" voluntary program with a formal, public review pro-

said in his Aug. 23 ruling. "Congress could not bave intended [or

anything."
The Clean Water Action Project, entists said the chemicals should be AFL-CIO's Industrial Union Detested to determine whether they

group complained that the Judge Duffy refused to accept The group complained that the plan "does not require the states or federal government to do anything to protect ground water," adding, "The strategy is merely guidance."

Nearly half the U.S. public depends on water from underground

The group complained that the Judge Duffy refused to accept the agency's argument that "limited resources" and "higher priorites" have kept it from testing chemicals, saying "funding and personnel inadequacies do not excuse failure to fulfill" a legal duty.

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INTERNATIONAL **EDUCATION** GUIDE

Paul Zweig, Poet, Critic, Is Dead at 49 New York Times Service

PARIS - Paul Zweig, 49, a poet and critic whose recent study of Walt Whitman was highly ac-claimed, died Wednesday in the American Hospital of Paris. He had suffered from lymphatic cancer for six years.

Mr. Zweig was working on a book on cave paintings in France, "The Quest for the Beginning." A native of New York, he was the chairman of the department of comparative literature at Queens College in alternating years and was scheduled to head the department this fall.

cut the deficit by two-thirds. He Mr. Zweig's "Walt Whitman:
The Making of a Poet," was published this spring. His books of poetry and criticism included "The Adventurer," "Against Emptiness," "The Heresy of Self-Love," "The Dark Side of Earth," and an autobiographical work, "Three Love," "A subspection of the Poetro." proposed in January to impose \$60 billion in new taxes and cut spending by \$70 hillion, much of it in defense. But he also said be would spend \$30 billion more on social programs and efforts to make the United States more competitive in international commerce, retrain Journeys: An Automythology."

Johnson and Kennedy administra-

School from 1950 until 1982.

The plan called for collecting \$30 billion in additional taxes through Other deaths: Gerald P. Zornew, 68, a retired a four-year deferral of tax indexing to the cost of living, and \$6 billion annually by canceling a proposed tax cut for those earning \$60,000 a president and chairman of Eastman Kodak Co., Wednesday at his suburban home near Rochester, New York, after a long illness. Stanley Sterling Surrey, 73, a key adviser on tax policy in the

■ Teachers Endorse Mondale

workers and improve education.

Walter F. Mondale

The 1.7-million-member National Education Association endorsed Mr. Mondale for the presidency Friday, claiming that Mr. Reagan,

The teachers' union said the enforsement meant that "thousands

U.S. Poll Shows Mixed Effect of Jackson Backing

WASHINGTON - A majority of black voters say that the Reverend Jesse L. Jackson's endorsement of Walter F. Mondale makes them more likely to vote for the Democratic ticket, but the endorsement has generated a white backlash that could burt Mr. Mondale, according to a poll taken for the Joint Center for Political Studies.

In the survey, done in late July and early August by the Gallup organization, 65 percent of black respondents said Mr. Jackson's campaign and activities made them more likely to vote in November and 56 percent said that his en-dorsement of the Democratic ticket made them more likely to vote Democratic.

However, though 10 percent of white respondents nationwide said they were more likely to vote for Mr. Mondale because of Mr. Jackson's endorsement, 17 percent said they were less likely to do so for the same reason. In the South, 19 percent of the whites said they were less likely to vote for Mr. Mondale because of Mr. Jackson; 8 percent said they were more likely to do so.

An overwhelming majority of blacks, 88 percent, said they intended to vote for Mr. Mondale. Only 5 percent favored President Ronald Reagan. A majority of white respondents were for Mr. Reagan, by 57 percent to 37 per-

most questions. When asked about their finances now compared with four years ago, 46 percent of whites said they were better off, 25 percent said they were worse off and 27 percent reported no change. Only month, the various welfare benefits 30 percent of the black respondents said they were better off, with 43 ily's after-tax income from all percent describing themselves as sources would be \$1,215 a month, worse off and 24 percent about the \$46 less than if the head of the

soap company half a century ago and built it into an empire based on skin-care products, Tuesday in Los Angeles. Cyril Bouds, 82, a Czechoslovak artist, Wednesday in Prague, the Ceteka press agency reported. Sewako Ariyoshi, 53, a Japan novelist. Thursday at her home in Tokyo.

Economist Sees

Welfare Policy WASHINGTON - Arthor B. Laffer, a proponent of the theory of supply-side economics on which President Ronald Reagan has built his budget policies, says one of the president's programs is flawed.

In a study released Thursday, Mr. Laffer said that economic incentives for welfare clients to start working are extremely small. He said that situation existed, at least in part, because of changes that Mr. Reagan pushed through Congress in 1981 that cut benefits for the working poor.

Mr. Laffer, citing statistics he compiled in Los Angeles County, said that welfare clients who go to work or increase their existing bours of work sometimes lose so much in benefits for each dollar earned that they end up with less spendable income.

For example, in the most extreme case in Mr. Laffer's study, a family of four with no iobs could have as much as \$1.261 a month in net spendable income from Aid to Families with Dependent Children. medical assistance, food stamps. housing subsidies and the like. But if the head of the family went

to work and was paid \$1,200 a would be cut so much that the famfamily stayed on welfare.

lie drinking water systems that draw from underground aquifers had found that 20 percent of the systems show some traces of manmade organic chemicals. The rate was nearly 30 percent for communities with populations of more than 10,000 people. In essence, the strategy is an effort to bring the various relevant statutes currently administered by the agency to bear on protecting underground water in a coordinat-ed fashion. These include toxic waste laws, the Clean Water Act, the Safe Drinking Water Act, the Pesticides Act, as well as the the Surface Mining Law enforced by the Interior Department.

■ Court Rules Against EPA The EPA must set up a timetable

criticized "unreasonable" delays in testing and ordered the EPA to propose a timetable for replacing

cess required by law. Although the Toxie Substance Control Act was passed more than seven years ago and government scientists have identified 73 chemicals that should be tested for possible hazards, "EPA has yet to final-ize a single test rule," Judge Duffy

That is what the problem is all

tions, of heart failure in Boston. He was a professor at Harvard Law Lemuel T. Ward, 87, a carver and painter who helped turn the pro-duction of waterfowl decoys into an art form, Tuesday of congestive heart failure in Cristicld, Mary-Emanuel Stelaroff, 84, who founded the Nentrogena Corp.

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has cautioned travelers about buying personal computers manufactured in Asia and Canada that claim to be compatible with Apple or IBM models. They may contain unauthorized copies of copyrighted or patented components, and if they do, Customs is required to seize

analysts. Which show pulled the most always saspeoseful "Love-

Hispanic Candidates Fail in Los Angeles

Even though Los Angeles has more residents of Mexican an-

Last week, an attempt to change that fell short.
In a special recall election, two Hispanic residents sought to remove Arthur K. Snyder, who for 17 years has represent-ed a City Council district in

cause of them. But he's popular all the same, and he easily defeated his Hispanic opponents. Now, Mayor Tom Bradley says be would propose adding two seats to the 15-member

Uncommon Assault.

where he planned to lobby Con-gress on behalf of research into the incurable neurological disease that afflicts him, he was the stomach and groin and robbed of \$55. They also broke

South Dakota is down 8 percent this year, and at Yellowstone National Park, in the corner of Wyoming, Montana and Idaho, tomism has dropped 4.4 percent. Apparently, the Summer Olympics in Los Angeles, the World's Fair in New Orleans and the strength of the dollar and the strength of the dollar

a panel of experts studying fu-ture medical care has projected. What kind of steps? House calls, for instance:

abroad are the reasons. The growing surplus of doc-tors means they will have to take steps to drum up business,

Mount Rushmore sculp-

ture during a face-lift.

the side of Mount Rushmore in

South Dakota is down 8 percent

McDonald's is going after the trucker trade. Construction a small shopping center and motel as well as gas station and restaurant, starts this fall in La-

keville Minnesota

idea of earmarking the new revenues was only one of several plans ing with members of the Business under consideration by Mr. Mon-Council of the Democratic Nationdale, who pledged July 19, if elected, to cut the deficit by two-thirds al Committee. The Democratic national chairman, Charles T. Man-att, said Mr. Mondale had assured

Mondale Would Set Up

Tax Fund to Cut Deficit

by 1989.
"The idea of a set-aside is being discussed, but it is not frozen in." said Don Foley, deputy press secre-tary for the campaign. "Mondale wants to make it clear that he still reserves the right to make the

changes necessary in the plan.". " Earmarking the additional tax revenues for deficit reduction publicans that Mr. Mondale's in the next several weeks.

the businessmen that revenues from tax increases would be "sequestered for reduction of the defi-That reportedly drew applause from many of the business leaders.: For more than a month, Mr.

ing to put would counter criticism by Presi-duction package. Mr. Foley said dent Ronald Reagan and other Re-Thursday that it would be unveiled

Mondale and top aides have been

promised tax increases would be Mr. Mondale has yet to specify used to fund additional federal how he would meet his pledge to

year or more.

if re-elected, would "undermine the public schools," The Associated Press reported from Washington.

of teachers will he mobilized to get behind the Mondale candidacy."

The poll of 1,365 whites and 902 blacks showed blacks and whites had radically different views on

s expected and and month.

A Whopping Trade Deficit

The meaning of the \$14.1-billion U.S. trade rate. The second will be a rise in the interest deficit in July, announced on Wednesday, is that the American economy is becoming more unstable. The pattern is a slow rise in U.S. exports and a very fast rise in imports. The July deficit is a truly awesome oumber.

The trade deficit is rising at a rate of acceleration that is not likely to be sustained a great deal longer. The trade deficit was large in 1982. It was twice as large in 1983. In the first seven months of this year it is already larger than it was in all 12 months of last year. The total for 1984 will certainly be more than \$120 billion, and possibly by a wide margin.

The explanation, the Reagan administration correctly says, is that the international value of the dollar has risen very high against other countries' currencies. In terms of the things that it can buy, the dollar is currently overvalued by at least 20 percent. That keeps imports very inexpensive for Americans.

How, you might ask, is America paying for this flood of imports? The answer is that America is not paying for them. The bills are piling up, mostly in the form of dollar deposits in banks in America and abroad and in other short-term dollar investments. At some point — no one knows when — traders and investors abroad will decide that they are holding enough dollars, and they will start to convert some of their holdings into other currencies. You will know when that happens. The first signal will be a fall in the dollar's exchange

rates. The third will be a rise in the U.S. inflation rate, as imports begin to cost more.

The White House greeted this latest trade figure as further proof that the economy is expanding rapidly. That is not quite right. It is proof that demand and consumption are expanding rapidly - but they are increasingly being met by producers in other countries.

Meanwhile, the standard of living is rising

merrily — if temporarily — on that tide of imports. Well, perhaps not so merrily for everyone. People whose jobs and businesses are threatened by the imports will lobby harder than ever for protection against them.

These latest figures show that nearly a third of all the steel being used in the United States is imported. Even before that number ap-peared, it was highly probable that the White House would act before the election to cut down steel imports. Now it is all but certain. This will bring the president some applause from the steel towns, but it will do widespread damage to the economy — beginning with the American industries that buy steel to manufacture their own products.

But, the administration will ask, what else could the president do? There is an answer. Imports are high because the dollar is high, because American interest rates are high, because the Reagan administration is running a very large budget deficit.

-THE WASHINGTON POST.

Colombia Sets an Example

The president of Colombia, former journalist Belisario Betancur, after a prodigious personal effort recalling Jimmy Carter's approach to Camp David, has reached cease-fire agreements with the principal guerrilla groups ac-tive in the country for more than 20 years. Whether the cease-fires lead on in the months and years ahead to "national dialogue" and an extended political process is a matter of much tense speculation. Meanwhile, Colombians are

doing an extraordinary thing.

Mr. Betancur was elected in 1982 promising to work for peace in Colombia and in neighboring Central America. While the Contadora regional peace effort of which he is a part grinds on unproductively, his domestic initiative, working against pervasive local pessi-mism, has moved ahead. An early individual amnesty attracted 2,000 guerrillas. By bringing a wary military under tighter control, Presi-dent Betancur has been able to reduce official repression, take on right-wing vigilantes and weather the political storm created by his secret meeting in Spain with guerrilla chiefs last year. The growth of a luge and frightening

the national urgency of his task. To skepdes among the guerrillas, who have not, after all, been defeated in the field, Mr.

Betancur must demonstrate that the political way offers reasonable gains. To skeptics in the military and civilian establishment, he must show that the political way does not grant the guerrillas illicit gains. He has two years left of his term to balance an equation that has else-where stoutly resisted balance. He deserves all the political and moral support his democratic friends in the hemisphere can muster. His progress raises the question of whether a

political solution is possible in the civil wars in El Salvador, Nicaragua and Guatemala, Despite sporadic Cuban involvement, armed resistance in Colombia is much more local than in Central America; the level of fighting has been lower, it took Colombian guerrillas more than a generation to be drawn in; Mr. Betancur is a very special man. Still, the Colombian example may yet be contagious. It can only help to have a model of successful negotiation. - THE WASHINGTON POST.

Other Opinion

The KAL Riddle a Year Later

This Saturday, Sept. 1, marks the first anniversary of the shooting down of a Korean Air Lines plane by Soviet fighters off Sakhalin—a mysterious incident in which all of the 269 persons aboard were killed. Memories of the tragedy are coming back as Soviet media re-new Moscow's claim that the Korean jetliner was on a spy mission, and Western media carry disturbing accounts of the possible U.S. role in the catastropbe. The central question wby the flight strayed into Soviet airspace more than 100 miles (160 km) off course — has not been fully answered. The plane's black box, which would tell exactly what happened before it was shot down, has not been found despite an extensive search. The incident re-

mains a riddle that may never be explained. In retrospect, the KAL affair has badly tarnished the international image of the Soviet Union. The current Soviet media campaign linking the incident to foreign spying may he part of an effort to alter the Western perception of a cold-blooded superpower that would do anything to protect its airspace.

It would not be easy to change that image, given the deep scar which the tragedy has left in the Western consciousness. Yet time has its healing effect. A year afterward there is no exchange of angry words, Instead there are restrained moves to mend East-West relacions. - The Japan Times (Tokyo).

The Soviet Union has never admitted its responsibility for the death of 269 innocent people. From the first days after the downing. the Russians' propaganda and disinformation machine has been in high gear, attempting to place the plame on anyone but themselves. For the past year the machine has continued to churn out balency, hoping to persuade con-spiracy buffs in the United States and abroad that the arriner was in fact some sort of spy plane. Some of the propagateda has been pucked up and replayed by others, who are busy taking advantage of unavoidable gaps in our knowledge of what happened. This has produced a genre of spy-plane theories.

The truth is that America does not use civilian airliners for intelligence purposes, so KAL flight 7 was not involved with American intelligence in any way. We did not know that the airliner had deviated from its course or that it had been shot down until several hours after the tragedy. Only the Russians knew where the plane was: They tracked it for two and onehalf hours before shooting it down.

Richard Burt, U.S. assistant se of state for European and Canadian affairs, writing in The New York Times.

On the American Campaign

The political science textbooks always tell us that the two big political parties in America are basically similar parties of the center. Well, they offer American voters a real choice this time. The Republicans represent an America strong and confident abroad and favoring rapid economic growth and investment at home. The Democrats stand for a reversion to weak foreign policies abroad and to handouts and

- The Australian (Sydney).

Mr. Reagan's successes have given Americans a greater confidence and boosted the reputation of the United States as the leader of the world freedom movement. Peace is beautiful and everyone desires it, but to obtain peace

a price almost always has to be paid. - The China Post (Taiper).

I have often advanced the theory that the reason why successive U.S. presidential candidates diminish in stature and quality with every four-yearly election - and take a look at every one since Roosevelt - is that any American of intellect and value is scared to stand in case he should get in, and thus join the catalog of no-goods or nonentities who have inhabited the White House in our time. The late Adiai Stevenson, last of the political intellects, once tald me: "I am standing for election knowing that it may be the last independent decision ever make, and not a very smart one at that." Jumes Cumeron, The Guardian (London).

FROM OUR SEPT. 1 PAGES, 75 AND 50 YEARS AGO

1909: An Earthquake Shocks Rome ROME — An earthquake this afternoon [Aug. 31] rocked houses in Rome, but without causing great damage. It, however, caused considerable excuement. It was asserted that there was a shock at eleven this morning, but the apparatus at the seismological observatory reorded only the afternoon shock, which affected the entire city, at ten minutes past two. The movement was undulators and its direction morth-westerly. A few chimneys and pots of flowers fell. People ran to see the façade of the church of Santa Caterina, in the Piazza Ricci, which appeared to he cracked. The prisoners in Rezina Coch shricked like madmen, beating on the doors of their cells. It was necessary to send soldiers to establish order in the prison.

1934: Traveler Wore Hope Diamond NEW YORK - For the first time since Catherine of Russia more than 100 years ago wore the famous Hope diamond, valued at more than \$1,000,000, the famous jewel was worn in Russia recently, it was disclosed here [on Aug. 311 by Mrs. Edward B. McLean, of Washing ton. D.C., owner of the gem, who announced on her arrival here abound the Berengaria that she had worn it in defiance of Soviet officials at a Moscow night-club. She admitted that the Russians were naturally irritated at the display of the ill-starred jewel that was once the prized possession of their Empress, and she boasted that she had set a precedent which would give American women the right to wear their jewelry in Russia if they so desired.

INTERNATIONAL HERALD TRIBUNE

JOHN HAY WHITNEY, Charmon 1958, 1982

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At Least This Time the Warning Signals Are Noticed

A SPEN, Colorado — An international group of finance and business experts has been multing over the U.S. and world economy here where the air is pure and thin, far from the dense smog of politics in the lowlands.

As usual, no one wanted to be quoted with

had news. The word is "glum," unless ... It is the "unless" that is striking, the big difference between the current effort to restore steady economic growth and the heat that filled

ballooning hopes to the bursting point in past crises. That means there is warning, a remarkable consensus that the current American boom cannot be sustained, and even considerable agreement on how to improve the outlook. If it means that euphoric dreams of soaring ever upward are doomed, it also means that a crash s not inevitable if authorities wake up in time.

There is an assortment of ideas on what to do, but they go in the same general direction, requiring changes in U.S. policy and more international cooperation. The most depressing side of the analysis is the fear that governments will not do what is needed until they have to, that is, until it is too late to ease the pain.

The fear is based on evidence that the last thing governments want to be quoted on is bad

news. Therefore it is "politically impossible" - say that the debt can't hurt, and the Keynesians the phrase keeps recurring — to get public support for preventive measures, since the need for them isn't explained. Catch-22.

Nonetheless, groups like the one here are trying to develop proposals for the day when something can be done. There is no ideological conflict. The questions are practical ways to make the capitalist system work smoothly, with less risk of disaster, and the conviction is that the free market will not and cannot do it alone.

Point number one is the U.S. budget deficit. The dollar's supremacy in the world obscures the fact that it is part of the colossal world debt. financed now by a flow of capital from poorer foreign lands. Thus is America joining the ranks of net debtor countries, and running up interest obligations. The question put was how long America can keep living on "borrowed money and borrowed time." Obviously, only as

long as others are willing to pay.

The theoretical Keynesian issue of whether deficits can be good for you has been passed by.

Now it is what Britain's Denis Healey calls the

By Flora Lewis

who say that it must be reduced, or else. In fact, the most urgent argument for bringing the deficit down now is to be able to reflate later when the boom threatens to bust

The people most closely involved, if not most Americans, are keenly aware of how intimately the United States is entwined in the world economy, and how fortorn is the idea that the United States can sustain its prosperity all alone. The international financial system is threatened by a debt crisis that can only be surmounted with general long-term growth.

America cannot be insulated, nor can it go on

indefinitely keeping others affoat by importing their goods instead of selling its own. The critical word is "adjustment," which means different things in different countries but, in all cases, official steps, unpopular in the short term, aimed at recovering longer-term balance. With hindsight, current problems were no more unavoidable than is worse trouble ahead,

unless ... there is also broad consensus on lessons to be drawn. They are not vastly different from the lessons that led to the Federal

Reserve system and new banking laws in the United States after repeated crises three generations ago. The lessons now are basically that there is a common international interest, as there was then a national interest, which will be injured if oothing is done to draw narrow

interests into a common effort.

It comes to a belief that some kind of government accord is needed to perform functions of a

world central bank, even though there is not going to be any world federation to organize it.

The details are intricate, but they are not beyond the calc. They have to do with officially monitoring international debts; enlarging the coordinated authority of international metions. coordinated authority of international institutions such as the World Bank, and providing more funds; creating incentives for national prudence. No modern country is without bankmg and finance laws, but nothing exists to supervise the huge new credits and debts that

roll around loose among nations.

This time, unlike 1929, the signals are noticed. Precautions are known. If they are not taken, for stubborn political and shortsighted nationalist reasons, everybody will pay again, whether they knew or just whistled hope.

The New York Times.

Altogether, presidents of an earli-er day, including some of the best, were not all that winning in speech

or appearance. John Adams, some

times tagged as "His Rotundity," was pompous in manner, pudgy in form and always self-righteous.

Thomas Jefferson, although a bril-

liant writer and charming in small groups, was a poor speaker and shunned confrontation to the point

that he left it to Adams to defend his

Declaration of Independence before

will mon-

A Salute to Candidates Hard Done By

W ASHINGTON — Democracy is a most peculiar form of government. It depends for its vitality on an election process in which exceptional people voluntarily subject themselves, their careers and their reputations to the whim of the voters, most of whom are their infe-

riors in knowledge, energy, ambi-tion and eloquence. So it is this year. Ronald Reagan, George Bush, Walter Mondale and Geraldine Ferraro are, by any reasonable reckon-ing, four of the most successful people in America. In every case it is success earned by dedication, drive and ability. In two months' time, after being subjected to compective pressures and pubbe and press scru-tiny that most of us will never experience and cannot really imagine, two of these four talented and successful people will be sent into re-tirement with the label of losers. The system of democracy de-

mands that sort of ritual sacrifice. As voters, Americans have come to accept the compection of the talented as an entitlement. Only when an occasional contestant says, as Ms. Ferraro did the other day, that she or he is baving second thoughts about being served up as the entree at this dinner of democracy, do we take another look at the process.

Before we all get caught up in the finger-pointing and judgment-passing that constitute a campaign, we might pause to note what extraordi-

nary people these are.

Ronald Reagan was 53 and financially secure enough to retire from a
successful 30-year career in broadcasting, movies and television when he made the speech for Barry Gold-water that launched him on his second profession, politics. Since then he has run successfully in three major elections and served for eight years as governor of California and now for almost four years as presi-

dent of the United States. In both Sacramento and Washington Mr. Reagan brought about basic changes of policy direction that altered the lives of millions. He has survived a host of political challenges and one assassination at-tempt. At 73, he is putting it all on the line in a bid for re-election that he could have sidestepped.

George Bush was born to wealth and family position, an American aristocrat. He could have followed the path from Yale to Wall Street, with a guarantee of success. Instead he went from navy aviator to oil wildcatter to politician. By taking that route he invited and experienced defeat, first in a Senate race and then in the quest for the presidential nomination. But he has also managed to serve his party and country in a broad and challenging

variety of positions. Walter Mondale has the reputation of being a caudous, almost col-orless politician — a pale shadow of his mentor, the late Hubert Hum-

Avatollah Khomeini is a radical

priest who identifies with the pro-letariat against the bourgeoisie. His regime has allocated millions of dol-

lars to many foundations serving as "a refuge of the dispossessed." The

Koran urges Moslems to make the mosque the center of their lives, so

Ayatollah Khomeini has taken most

cratic hands and given them to the mullah, the local clergyman. The regime has created hundreds of thousands of jobs. People who

never before received a pency from

the state form the backbone of the

ayatollah's support. They will fight

By cutting political, military, eco-nomic and cultural links with Ameri-ca, the ayatollah has attacked an in-

fenority complex vis-à-vis the West

He has given Iranians confidence to

themselves and pride in Islam and their history. He has taken his people

out of the Western orbit - the first

Avatollah Khomeini also has made

the unsophisticated ethos of ordinary

Moslems - faith in Islam, rancor at

Moslem leader to do so.

for the regime if it is threatened.

micipal functions out of bureau-

By David S. Broder

phrey. That image is contradicted by a career in which be has constant-ly chosen to test himself in evertougher competition and for higher stakes. The law student became a party organizer. The young attorney vied with others for appointment as state attorney general. The attorney general set his sights on a U.S. Senate seat and won it by appointment. Re-elected to the Senate, he went after the vice presidential nomina tion that older and more experi-

enced colleagues coveted. This year the defeated former vice president tackled seven rivals for the presidential nomination. He is challenging a popular and telegenic president to a series of television debates. All of these chapters in the Mondale biography speak of talent

and determination on a large scale. Geraldine Ferraro, daughter of an immigrant storekeeper, left fatherless at eight, went through college on a scholarship, taught school and studied law at night, became a wife and mother of three, returned to work as a prosecutor, was elected to Congress and is now the first woman vice presidential candidate of a

major political party.

Recognize them for what they are: exceptional individuals. Feel free to criticize them. They are fair game. But remember, too, that de-mocracy and elections with real choices depend on the willingness of the talented, the tenacious, the energetic, the ambitious men and women to become candidates.

The stakes and pressures for them in the next two months are beyond imagining, but not beyond saluting.

Washington Would Have To Update His Dentures

By Robert Bendiner

N EW YORK — It might help tepid Mondale supporters ont of the doldrums to consider how earlier candidates would have fared if there had been television to divert the voter's mind from a man's position on, say, war and peace, to his

looks and personality, if any.

It is entirely possible that if
George Washington had to perform
on the tube, voters would be put off
by the severity of a face rarely lit by a smile. No orator, be was reserved public and, to be fair to him, could smile only to a limited degree for fear of losing his primitive dentures. A remote, statuesque dignity served his purposes well, but it would win low Nielsen ratings.

the Continental Congress.

James Madison would have won from television viewers no better than an indulgent smile as he stretched to his full 5 feet 2 inches stretched to his full 5 feet 2 inches (1m58) — even if he didn't wear clothes that were out of date and have a face that prompted Washington Irving to describe him as "a withered little Apple-John."

John Quincy Adams, short, bald and with a mouth fixed in disap-

proval, was candid about his want of charm: "I am a man of reserved cold, austere and forbidding man-ners." In today's media he would have stood no chance.

Abraham Lincoln would hardly be telegenic. It is possible that his sad, deep-set eyes would impress some with his profound humanity, but the awkward body, the ill-fitting clothes, the long dangling arms would encourage the casual viewer to accept the conclusion of one of his countless detractors that "Barnum should buy and exhibit him as a zoological enricsity."

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As the country aged, the media brought its public figures closer and closer to the voters — through the proliferation of newspapers and tragazines, aided by artists, caricaturists and photographers. Then provided the matching funds to limeration and newsreels. But a man could have warts and still be judged on other grounds. Image was not yet the be-all and end-all.

Otherwise Grover Cleveland. dour and dumpy, would not have won the popular vote three consecutive times. Even a ham like Theo-dore Roosevelt perhaps came across better in print — his political prose was splendid and his expressions memorable - than be might have on a medium that would have ac-

cented his squeaky voice. A few early presidents would have done well on television. If these few handsome men could have entered America's living rooms, they would immediately have been deemed to have the "presidential look." I refer to that trio of political giants Franklin Pierce, Chester A. Arthur and Warren G. Harding.

The writer is a former member of the editorial board of The New York Times, in which this appeared.

That Speech Writer Should Have Been Fired

OS ANGELES — "I do appreciate your giving me a few min-otes. Mr. President. This shouldo't take long. A speech for a cemetery dedication isn't quite the same as an emancipation proclamation. Still, your secretary of war did think I should have a look at it, in view of the rough election year ahead of us." The short man with the pink face

and flowered vest pulled his chair close to the president's desk. "With all due respect, sir, you start out all wrong. How many peo-ple will know that fourscore and seven years' is 87? By the time they figure it out, you'll have lost them."
The little man shifted some papers from one hand to the other.

"Conceived in liberty ... Oh dear, Mr. President, this business about conception is much too controversial and upsetting to a great many people and must be dropped. A few words here about America being born free should be enough. "Ah, here is something else that By Jack Warner Jr.

disturbs me. Many good people are very concerned about this 'created equal' business, though they might never admit it in public. If everybody really was created equal — and I won't say they're not — it could raise utter havoc with the party and cost us votes and money. There was a moment of silence as

the aide pulled at his vest, then moved closer to the oil lamp on the wide desk. Presently a cloud of anguish crossed his face.

"Oh, dear. In this next part you seem to be underestimating your an-dience terribly. Everybody knows that we are engaged in a great civil war, especially people who go to cometery dedications, so why re-mind them of it? Simply say bow pleased you are to have been invited here to make this gift to the people from their government. You might want to thank the corporations that

it public expense. That sort of thing goes very well now, with taxes and the budget being what they are. I know you inherited most of that from the previous administration. but we don't want to get too political on this occasion.

The tall figure behind the desk shifted in his seat and there was a sharp cracking noise, as if a pen had been snapped in half. "In good conscience, sir, I'm trou-

bled by this bit about our not being able to dedicate, consecrate or hallow this ground. Isn't that precisely the reason for your being in Gettys-burg? How can President Lincoln say that he is not doing something that everybody can clearly see he is doing? The greatest mistake any public figure can make is to contradict himself in public ...

The writer, a film producer and novelist, contributed this fantasy to the Los Angeles Times.

LETTERS

A Pakistani Denial

the Punjab, Indian propagandists have been falsely blaming Pakistan for what was purely an indigenous domestic crisis in India. Pakistan strictly adheres to a policy of non-interference in the internal affairs of training camps in the Pakistan-con-trolled part of Jamma and Kashmir is also totally false.

Lo Blanc" (July 27) gets the geography wrong. Catalonia starts at the French border with the province of Gerone and includes those of Barcelona, Tarragona and Lerida. It does not include Valencia, and the strict order if going down the coast is Barcelona, Tarragona, Valencia, and not Tarragona, Barcelona, Valencia

JAN RAVEN

"How Israel Can Whip the Enemy (Aug. 10) is enviable. There he stands, with his feet firmly planted in midair, laying down the law on as complex a problem as the Israeli economy. He disarmingly calls his ideas simplistic, but in his vocabulary that seems to be a compliment. An interesting idea for his language column?

unsolicited manuscripts.

Ever since the Sikh unrest began in

other countries, including Indis. I can authoritatively say that Pakistan has not trained, nor armed, nor fi-nanced any Sikh guerrillas. The allegation that there are Sikh guerrilla KHWAJA IJAZ SARWAR.

Press Counsellor. Embassy of Pakistan, Paris.

Provinces of Catalonia

Richard Eder's review of "Tirant

Sant Julia, Andorra. Simple Commandments William Safire's self-assurance in

MEIR LEKER

Israel, raw anti-Western and anti-Soviet sentiments - the dominant theme of the Moslem world. This has created problems for Westernized as well as leftist and pro-Soviet Moslems in Iran and elsewhere.

By Haroon Siddiqui find himself in the dual role of head

Many Moslems Like Ayatollah Khomeini's Causes

T ORONTO — Many Moslems like much of what Ayatollah Khomeini stands for The causes he The Marxist- nr Western-inspired middle class formerly dominated the espouses read like a ebecklist of Moslem grievances, starting with procur-ing a borneland for Palestinians.

"If you want to blunt Khomeini's appeal, all you have to do is solve the state apparatus and looked down on the masses and their Islam. Such Moslems are becoming an embittered species, complaining about their in-Palestinian problem, says Anver Moazzam, an Islamic academic from India and anthor of two recent books life-style, the end of an era.

of a modern Islamic state all envisaged a caliph-like figure, a pious ju-rist with enormous powers. To many ability to drink, go to discos, irolic on the beaches - bemoaning the loss of Moslems, Sunnis included, Ayatollah These are the very people whom Khomeini represents this ideal, even Iran's neighbors plan a military alliance along

the lines of NATO. They are also spending huge amounts on religious works to help wean Moslems away from Ayatollah Khomeini's influence. Westerners, and journalists in partic-

ular, talk to. But upper-crust Irani-ans, and those in Western exile, provide a skewed vision. They do not represent the majority -- the masses who provide the foot soldiers of revived Islam and its revolutions. Ayatollah Khomeini has raised the religious political consciousness of most Iranians to a level other leaders can only dream of. "The United

States and the Soviet Union can in-

vade us and militarily take over Iran," he has said, "but cannot rule over millions of unwilling Moslems." "The historic, religious and psy-chological bearing of Iranians leaves hardly any need for liberal democratic institutions," says a Moslem am-bassador. "There is no room for a board of directors. There is a great tradition of a cult of indispensability around the head of the family, the religious hierarchy and the head of

ised reawakening of Moslems has come, that this is the hour of Islam. Because militant Islam is anti-U.S. and Soviet and anti-Israel, an unlikely worldwide coalition of interests is

leader. Moslem thinkers' prototypes

is led by Saudi Arabia, which is orchestrating a multibillion-dollar military, political and religious strategy to contain what it and its chief ally, America, regard as the Khomeini menace. Under Saudi and U.S. tutelage, Iran's oil-rich Gulf neighbors

are planning a military alliance struc-

if flawed. They believe that the prom-

ranged against it, including a signifi-cant number of Moslems. The Moslem anti-Khomeini drive

tured along the lines of NATO. Concerned about pro-Khomeini Shiite dissidents, Saudi Arabia, Ku-wait, Qatar, the United Arab Emirates. Bahram and Oman are spending \$40 billion a year on defense. That is half the defense spending of the enthe state. Khomeini is the first man to tire developing world. Arab states are

also spending huge amounts on reli-gious and charitable works to help wean Moslems away from Ayatollah Khomeini's influence.

of the clergy and head of state."

Ayatollah Khomeini's absolutism
fits in with the Sunni concept of a Saudi Arabia has been providing funds for new mosques, for which it also offers an imam, or prayer leader, on a Saudi payroll. Such mosques boycott Ayatollah Khomeini and his revolution and toe the Saudi line on most religious issues. Most mosques in Canada, the

United States and Britain are out of bounds for Khomeini activists. These activists have been disharred, for example, from the mosque in Washington, where they now pray on the sidewalk. Some of the opposition is based on the belief that politics should be kept out of prayer halls. Ayatollah Khomeini and his supporters believe the mosque should be a center for Moslem religious, social and political activities. Most leading Canadian, U.S., British and other Moslem organizations — beneficia-ries of Saudi grants — try to keep Iran and Ayatoliah Khomeini off the

agenda at their seminars. But all these attempts to undermine the Khomeini regime have not had much impact on its hard-core followers, inside Iran and elsewhere.

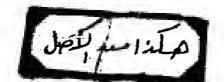
The writer is on the staff of the Toronto Star. This is the second of two articles from World Press Review.

Letters intended for publication should be addressed "Letters to the Editor" and must contain the writer's signature, name and full ad-dress. Letters should be brief and are subject to editing. We connot be responsible for the return of ton Would Have

He His Dentures

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Lots of Static at 2 U.S. Radios

Ban on Reporting Reagan Quip Upsets Munich Stations

of calm, Radio Liberty and Radio that an activist, vigorously anti-off protests. Free Europe in Munich are going Communist management may be through a new phase of unrest, agi- jeopardizing the stations' hard-won tation and dissent.

In the early 1970s, the two stations were shaken and demoralized by revelations that the U.S. Central ley, a gregarious American linguist intelligence Agency had been fi- and former CIA officer who runs heard it first from Moscow Pravda, mancing their broadcasts to Eastern Radio Liberty, and George R. Ur-Europe and the Soviet Union. New ban, a dapper Briton of Hungarian Now that the Eastern media has statutes severed the ties to the CIA, extraction who heads Radio Free butting the stations under the argis Europe, banned their news services of the semiautonomous Board for from reporting President Ronald International Broadcasting in

Washington. Infusions of cash and confidence from the Reagan administration organizations hesitated before relifted morale among many of the porting the president's off-the-cuff stations' 1,674 staff members — a remark, made Aug. 11 while Mr. lively and disputatious group of Reagan was preparing for a radio address in California. But the Bai-

By Jarnes M. Markham garians. Bulgarians and many others. But lately a malaise has seized staff members to reflect censorship, some veteran employees, who fear not news judgment, and it touched the staff members to reflect censorship. credibility in Eastern Europe and sharp memorandum to Mr. Bailey

Reagan's quip about outlawing and bombing Russia.

In the United States, some news

taries broadcast about the Reagan quip showed there had been no censorship. "If you ask me," he said, "it was a nonstory at the time. But because it was blown up by the Russians, Bailey and I then thought we ought to give it treatment."
Similarly, Mr. Bailey, whose radio broadcasts to the Soviet Union.

On Aug. 15, James Edwards, a

Briton who is news director, sent a

and Mr. Urban. "Because you suppressed Wednesday's news story,"

said the memo, "our audiences

mentary, but as you have both con-

firmed Wednesday, you are still

barring news treatment, more than

48 hours after the story was fully

broadcasts are directed toward

Eastern Europe said that commen-

Mr. Urban, whose station's

said that "the first day it seemed like a squiggle, inviting misinterpretation. "When the Soviets began to

scream bloody murder," he added,

The president of the two stations, James L. Buckley, a former in the last two years.

Urban have brought to the stations, James L. Buckley, a former in the last two years.

Some staff members say a ored these quarrels.

"People are raised "People are raised trend is "People are raised to the United Stations or a strong of the United Stations or a strong or a assistance in the Reagan adminis-tration, was not in Munich at the time. But he insists now that "there was no ducking of the issue" of Mr. Reagan's cuip. "If the implication was, 'Let's kill it,' there was no such



The headquarters of Radio Free Europe and Radio Liberty in Munich. George Bailey, top, the head of Radio Liberty, and George R. Urban, the head of Radio Free Europe.

Newspaper Guild, the U.S. jour-nalists' union, has protested over microcosm of the Soviet Union's what one member called "our disquiet about the threat to the integrity of journalistic standards."

To some staff members the epi-

sode reflects the tougher anti-com-

particularly pronounced at Radio
Union in an atmosphere of intolerLiberty, where Mr. Bailey has given ance, which consists of a single considerable editorial leeway to So-

own ethnic and linguistic tensions, and ferocious factional squabbles have pitted self-styled "Russian nationalists" against "pluralists" and "Zionists," many of the last categomunist and pro-administration line ry being Jewish emigrants. Law-that they feel Mr. Bailey and Mr. suits and protest memorandums, sometimes addressed to the president of the United States, bave col-

"People are raised in the Soviet truth," said Victor Fedoseev, who vas no ducking of the issue" of Mr.
Reagan's quip. "If the implication station to emigre organizations.

Mr. Bailey, 64, previously worked for the conservative Springer publishing company in West Germany.

With Russians, if you have a political disagreement, you hate the guy for life. The lishing company in West Germany.

stations, another journalist said: What seems to be happening is that we are coming under pressure to toe the line." He noted that at the time of the mining of Nicara-guan harbors last spring, the stations avoided saying the mines had been laid by the CIA. like" but he would give no details.

cal product

of the international elimate, "there far from clear that an early agree-is a certain chill that people have ment is possible. A third round of described over the years. I like to think we are a reasonably objective scheduled.

U.S. Is Said to Consider **Accepting Some Cubans**

By Don Oberdorfer

administration has expressed willingness to allow the entry of thousands of Cubans who want to come to the United States if Havana will boat from the port of Mariel, ad- community in the United States, ministration sources said.

U.S. willingness to resume processing the immigration applications of Cuhans, three and a half years after the normal legal immigration flow from Cuba was cut off by the administration, was con-as of early 1981 about 15,000 Cuby the administration, was conveyed to the Cuban government in two rounds of negotiations in New York in mid-July and early August. the sources said.

In return, the government of President Fidel Castro would be expected to take back about 2,700 Cubans with criminal records or health problems. Many of these people have been held in U.S. prisons or mental bospitals. In all, about 125,000 Cubans came during

the 1980 exodus. A State Department spokesman, John Hughes, said the U.S.-Cuha negotiations on immigration issues have been "serious and business-

Mr. Buckley denied there had any agreement," he said. been any change in the ideological State Department officials cau-tone of the two stations and said be tioned that the talks cannot be said State Department officials caufelt that in his two-year tenure "we to be "close to agreement," as was are moving toward a better analyti- reported Thursday in The Wash-"Let's face it," he said, speaking been going well officials said, it is

By expressing willingness to re-pancreas transplants,

sume the processing of immigrants from Cuba as part of a broader WASHINGTON - The Reagan arrangement, the Reagan administration has accepted one of the demands presented by Cuba before

the opening of the talks. The resumption of such legal imtake back about 2,700 undestrable refugees who arrived in 1980 by among many people in the Cuban who have asked that family mem-

hers still on the island be permitted to join them. Wayne K. Smith, former head of the U.S. interest section, or diplobans were entitled to preferential status for immigration because of requests by their close family mem-

bers in the United States. In addition, Mr. Smith said, the United States committed itself to accept about 1,500 former political prisoners who had been released from Cuban jails before a special prisoner-release program began with U.S. cooperation in 1979.

Administration officials were unwilling to say how many Cubans might be permitted to immigrate in the event of an agreement.

Illinois to Fund Transplants Tite Associated Press

CHICAGO - Financially strapped organ-transplant patients could be eligible for up to \$200,000 in Illinois state funds beginning reported Thursday in The Washington Times. While the talks have law by Governor James R. Thompson. The law is designed to help those patients whose insurance benefits do not cover the "experi-mental" types of surgery they may

British Unions Divided On Support for Miners

LONDON - A new dispute draw motions seen likely to cause opened in Britain's union move uproar, including calls for a nation-ment Friday when the national al "day of action" and a levy on all ment Friday when the national · leadership struck a deal to support coal miners in their 26-week strike. Divisions also deepened in the block the movement of coal across

called to support the miners when longshoremen in the ports of Dover to support the campaign to save and Felixstowe voted to stay at pits, and launch a fund-raising longshoremen in the ports of Dover A program of limited support for the miners was approved by the general council of the Trades Union Congress to avert a split and

possible violence at the annual conmovement's national organization, next week in Brighton.

ban on coal being moved across winers picket lines, were rejected by the steel and electricity unions

Mr. Sirs said he could not agree by the steel and electricity unions on the ground that jobs would be

along this line, you are almost going along with a general strike."

The general secretary of the
council, Len Murray, said at a news

terminal, and at Felixstowe, the
biggest container port, voted overwhelmingly to reject their union's
strike call.

conference that after talks that lasted into early Friday, the leader of the miners, Arthur Scargill, agreed to recommend the council's package to his union's delegates Sun-

On Monday the council will recommend it to the 1,100 delegates, who are likely to approve it. Under the deal, Mr. Scargill would still propose a motion committing the movement to "total

support" of the miners, who are

striking against plans to shut old

Gasoline Price Rises 20% for **Dominicans**

SANTO DOMINGO, Dominican Republic — The government has announced a 20-percent rise in gasoline prices and large increases in other fuels as part of an interim accord with the International Monetary Fund.
President Salvador Jorge Blanco,

in a nationwide television address.
Thursday night, gave details of the long-awaited package of price increases that his government has had to accept in return for a sixmonth agreement for continued support from the IMF.

Before the announcement, thou-sands of troops throughout the country were put on alert in case of a repeat of the violent anti-IMF demonstrations in April that left 55 people dead. The police said more than 100 leftist activists had been rounded up in the last few days to forestall trouble. Labor factions to get the same increase, and they had pledged a general strike against the increases. However, there were pending legislation. the increases. However, there were oo reports of any incidents.

· Apart from gasoline, taxes on petroleum products will rise along with those on a range of imported

The agreement unlocks about \$200 million in U.S. aid but does not involve any immediate new disbursements from the IMF itself. -. "This agreement will allow us to re-establish the country's interna-

dional credit," Mr. Jorge Blanco

The innerim agreement will last until the beginning of next year he said, when talks are to start on an IMF standby arrangement to cover an 18-percer 1986. No loan amount was mentioned, although previously the IMF had insisted on economic targets for a renewal of a \$450-million,

three-veur credit. Petroleum imports cost the nation about \$500 million annually, roughly half its annual income.

Israel Will Loan Kfir Jets to U.S.

The Associated Press WASHINGTON — Israel will of "national emergency or economical the U.S. Navy a dozen of its ic conditions affecting the general Kfir jet fighters to serve as mock welfare." enemies in air-to-air combat train-

rangement by the United States. Mr. Lehman said that the Klir on federal pay, and after consideries were offered to the U.S. Navy ing the adverse effect that an 18.3on a no-cost, four-year lease basis." Israeli Aircraft Industries will maintain the planes.

10 million unionists to help miners. The TUC would then promise to weeklong national dock strike miners picket lines at power sta-called to support the miners when tions, steelworks and other places, drive for families of strikers.

But the agreement acknowledges that success would require "agree-ment with unions who would be directly concerned." Critics of the deal called it a sop

ference of the TUC, the labor to the miners that offered them no movement's national organization, next week in Brighton.

But the measures, including a miners expected to descend on the south coast resort of Brighton for

to a blocking of coal because "it jeopardized.

"The idea is totally unworkable." said Bill Sirs, the leader of the steelworkers. "If you are going the steelworkers. "If you are going the steelworkers. "If you are going the steelworkers at the steelworkers." In the dock strike, the second called in six weeks, dockworkers at Dover, Britain's biggest passenger terminal, and at Felixstowe, the would close my industry down,"

> That meant that only five of the country's 10 biggest ports were shut down by the strike.

An expected return to work at Tilbury in London failed to materialize. Liverpool, Southampton, Swansea-Port Talbot and Hull also remained strikehound.

Dover and Felixstowe joined Tees, Immingham and Harwich in

Miners Attack Policemen Striking miners Friday threw bricks and planks at policemen from a coal dock in Wales, United

Press International reported.

About 100 striking miners, wearing ski masks and some carrying pickax handles, fought their way onto a jetty used to bring coal and iron one to the Port Taibot steel-

works in south Wales.

The miners, who hope to stop all coal deliveries, elimbed three cranes used to unload coal and threw bricks, planks, and nuts and bolts at police who tried to remove them. No serious injuries were reported.

U.S. to Raise Federal Pay 3.5% in 1985

By Mike Causey
Washington Past Service
WASHINGTON — President Ronald Reagan has announced that white-collar government workers will receive a 3.5-percent raise

Military personnel are expected

The 3.5-percent increase announced by the president in a message sent Thursday to Congress is automatic unless Congress overrules it and votes a bigger raise before adjourning for the Novem-ber election. That is considered un-

Under the new scales, the lowest starting salary would be \$9,339 a year and the top, at Grade 18, would be \$68,700. Salaries for members of the Senior Executive Service would range from \$61,296

The 3.5-percent raise is in lieu of an 18-percent increase that, under federal pay rules, could have gone into effect in October. The president had until Friday to submit an alternate recommendation.

According to data collected by the Bureau of Labor Statistics, government workers on average earn 18 percent less than people doing the same jobs in the private sector. But the president's advisers told him that the government pay survey was too narrow in scope. He invoked that portion of the U.S. pay law that allows him to recommend a smaller increase in the face

In a message Thursday to Coning, Navy Secretary John F. Leh-than Jr. announced Friday.

gress, Mr. Reagan said he was or-dering the 3.5-percent raise "after It would be the first such ar- reviewing the report of my pay agent and the advisory committee percent increase in federal pay rates might have on our continuing national economic recovery.



ARTS/LEISURE

'Head to Head' at the Picasso Museum in Antibes

By Michael Gibson mational Herald Tribunc

NTIBES, France - The Picas-Aso Museum in Antibes is a handsome, weatherworn fortress on the outermost tip of the penin-sula, built by the Grimaldis when they were powerful merchantprinces and turned into a museum to receive a collection of works Piartist had been offered the hospiality of the vacant palace one summer in 1946.

temporary shows presenting works both by Picasso and by other artists. This summer's shows are devoted to Jean-Michel Fulna and to a constellation of paintings, sculpures, drawings and engravings that all refer in some way to two large cement sculptures of a woman's

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UK TIMES

the museum. The heads are the tumescent transformatinn of that of Marie-Thèrèse Walter, who, in 1927, at the age of 18, became the artist's companion and, in 1935, the mother of his daughter Maya.

Picasso spotted Marie-Thérèse in front of Galeries Lafayette, the Parisian department store. He incasso donated to the city after the troduced himself, but Marie-Theer heard of him. She found him to her liking, nevertheless, and in There is a permanent display of time, Picasso being then married in the works he donated, as well as Olga, she accepted living with Picasso in Olga's shadow.

> Their relationship lasted 20 years, and part of Picasso's productinn nf the early '30s is inspired by her Grecian profile.

The interest of the little show about 30 works dated from 1931 in 1933 - resides in the diversity and also in the long-term progression apparent in this theme. The dnminant pieces, the two cement sculptures that are quoted over and over again in the other works, are en-

Picasso's production.

Critics have compared them to "primitive fetishes," but that is an inaccurate description. A fetish refers to a supernatural force expressed in the strong formalization of its structure. Picasso refers to something quite different — to art history as a self-conscious process rese, rather unexpectedly, had nev- and to his own "will to power" as the motor of his artistic activity.

These overpowering and impen-etrably inhuman heads assert this "divine right" of the artist to create a raw enigma and thrust it upon the world. There are some more classical pieces and also others that are even more explicitly full of reference tn genital forms. Unfortunately the catalog gives no indication of the order in which the sculptures were produced. But the enigma of human sexuality as an inarticulate drive does seem to be the underlying motive of these works.

That seems apparent in the latest works that refer to these two monu- ed cartoon titles for TV programs to Sept. 30.

trary brutality that so often marks gravings (1933) in which a sculptor the broadest possible public. and his model, both of them "clasbase of this inexplicable divinity.

> The Folon show consists of 200 watercolors, engravings, tapestries and objects produced between 1970 and the present — the bulk of the show being composed of illus-trations for the writings of Boris Maupassant, Guillaume Apollinaire, Jean Giono and Jorge Luis

manner is always characteristic and that is designed to be instantly per-easily recognizable. His spectacular ceived the very opposite of Picas-career as an illustrator, designer of so's brutal esoterica. manner is always characteristic and book and magazine covers, painter of posters and inventor of animat- lon," Musée Picasso, Antibes, both

Collections from Cambridge,"

and 1930s, and those from Papua

New Guinea acquired in the late 1960s by A. M. and A. J. Strathern.

In Norwich, another collection

not to be missed is at the Castie

rival, John Sell Cotman (1782-

Nor must the enormous wealth

House, Stamfard, Lincolnshire,

where until Oct. 7, the family silver

and Japanese porcelains.

that of Lowestoft porcelain.

head by Picasso that now belong to dowed with the strange and arbi-mental pieces — a sequence of en-

Chances are that he is as well sically" rendered and nude, sit con- known today as, say, Picasso. But templating the strange work set be- this is something if a drawback fare them on its pedestal. Here only too, because we have seen Folons the sculpture is inhuman - the everywhere - and have seen them artist and his model are rendered in in the specific medium for which soft and flowing lines, poised at the they were conceived: the four-color printed page. This is equally true of many of the works in the present show - the works intended to illustrate the books of the authors just mentioned.

In a way we expect these lowkey, gently fanciful works (Folon himself is a mild and gentle person) to be multiplied a thousandfold Vian, Jacques Prévert, Guy de and sent out through the world. They belong to the age of mass unications even as they comment with quiet irony on the dis-Folon's hues in recent years have tress that this age produces. And so become more pastelish, but the they are a form of popular language

"Picasso Tête à Tête" and "Fo-



Painting of the artist contemplating a bust of Marie-Thérèse (detail), 1931.



Whalebone club from British Columbia is among Cambridge objects currently on view at Sainsbury Center in Norwich.

Some One-Day Art Outings for Visitors to London

By Max Wykes-Joyce International Herald Tribine

TONDON — Traveling recently on a train that stops at Oxford, a young American wanted to know what exhibitions I would recommend in Oxford, which she was visiting for the day.

I commended the Museum of

Modern Art, on Pembroke Street, a converted Victorian warebouse that customarily offers three simultaneous shows. Currently, until the end of September, the shows are: "Pierre Bonnard: Drawings," 114 drawings from the Alfred Ayrton collection; "Constructivism in Po-land 1923-1936," more than 90 paintings and sculptures chefly from the Muzeum Sztuki in Lodz collaborating with the Kettle's Yard Gallery. Cambridge, and "Dreams — Visings — Metaphors," 119 photographs by the octagenarian Mexican Manuel Alva-

rez Bravn. The series will be fullowed from Oct. 5 through Dec. 2 with work by Jorg Immendarff, etchings and drawings by Raberta Matta, and an hamage to the Czech artist Jiri

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IN EUROPE & THE UK VIA SATELLITE

Archaeology, the nucleus of which were the cabinets of rarities of the antiquarian Elias Ashmole (1617-1692). The current exhibit, to Sept. 9, is a delightful show of prints and "Watteau and His Cirdrawings,

Especially worth seeing among

the permanent collections are the Islamic pottery in the Department of Eastern Art and the engravings and drawings of Lucien Pissarro (1863-1944), eldest son of Camille Pissarro, and original woodblocks from which the drawings were Also there is the vast collection

of drawings and sketches created in England by such artists as Hans Holbein (1497-1543), Hubert Gra-velot (1699-1773) and Thumas Gainsborough (1727-1788).

Going in "the other place," the

description traditinnally reserved by Oxonians for Cambridge (and for Cantabrigians for Oxford) there is the equivalent of the Ashmolean in the Fitzwilliam Museum on Museum, where there is a large per-Trumpington Street. Like the Ashmolean, its genesis was in the collections of one man, Richard, Viscount Fitzwilliam, wbo, at his death in 1816, left the University of Cambridge his collection of paint
Ca Cambridge his collection of paint-ings and prints, books and manuscripts. The classical antiquities collections are considerable; but the fine art holdings were greatly enriched in 1912 by the Marlay Bequest. Charles Brinsley Marlay of Trinity College made the sensihle proviso that such paintings in his collection not considered of museum quality should be sold, fewer, paintings should be bought.

The Fitzwilliam received a further display. Another collection at Burghley is that of more than 250 light-century Chinese display of the contemporary collec-

Contemporary works also fea-ture in Kettle's Yard, the bome of Burghley, through gifts and dynas-ture and Helen Ede, which they tic marriages, by 1690. But the show also includes later acquisi-tion university along with tinns and visiting exhibits. gave in the university along with their collection of works by Ben Nicholson, David Jones, Christo-vice executed in London by the

The other Oxford Gallery that is not to be missed is the university's Ashmolean Museum of Art and Usually the anthropological collections of the university are to be example of his work is the pair of seen on Downing Street at the Mu-silver wine bottles of 1699 now in

seum of Archaeology and Anthro-pology, but until Sept. 16 one needs to travel on from Cambridge to Norwich, to the Sainsbury Center the collection of Eton College.) Another country house celebrated for its porcelain collection is Firle Place in East Sussex, the for Visual Arts at the University of home of Viscount Gage, which has been in the Gage family since the 15th century. The collection of Sevres porcelain to be seen there is East Anglia, where the current show is "Great Anthropological The show consists of more than the finest in English private hands 300 pieces ranging in time from Captain Cook's voyage to Tahiti of 1769 to the Zande and Nner arti-facts from the Sudan collected by E. E. Evans-Pritchard in the 1920s with the exception of the queen's,

The visitor to Firle need not be solely a porcellimane. Also to be Lawrence and Zoffany, as well as many Dutch and Italian works in-

space in other museums and collections. The next visiting show, Oct. 9 through Dec. 9, is "Trading Shapes: Chinese and Islamic Ceramics from the British Museum of Medical State of Saturdays 10 A.M. to 5 P.M., Sundays 2 to 5 P.M., closed 2.4. days: Ashmolean Museum, Beau-mont Street, Mondays to Saturdays 10 A.M. to 4 P.M., Sundays 2 to 4

CAMBRIDGE- Fitzwilliam lery, Northampton Street, Ede Col-lection, daily 2 to 4 P.M., exhibi-tions, Mondays in Saturdays 12.30 to 5:30 P.M., Sundays 2 to 5:30 1842). Another major permanent display at the Castle Museum is

NORWICH — Sainsbury Center for Visual Arts, University of East Anglia, Tuesdays to Sundays 12 noon to 5 P.M., closed Mondays; of great houses open to the public be neglected by the day-out-of-London gallery-goer. In East An-glia, for instance, is Burghley Norwich Castle Museum, Mandays to Saturdays 10 A.M. to 5 P.M., Sundays 2 to 5 P.M. STAMFORD, LINCOLN-

SHIRE - Burghley House, Mondays to Saturdays 11 A.M. to 5 P.M., Sundays to 2 to 5 P.M. LEWES, EAST SUSSEX — 17th- and 18th-century Chinese Firle Place, through September, Sundays, Mondays and Wednesdays only 2.15 to 5 P.M.

Empire Objets d'Art Due for Surge International Herald Tribune and ball tips at the bottom, it is from the extraordinary impact of the Extraordinary impact of the exhibit on neoclassicism held at furniture created by the French the Victoria and Albert Museum in cabinetmaker Alphonse-George are left out at first Decision to the extraordinary impact of the exhibit on neoclassicism held at furniture created by the French the Victoria and Albert Museum in cabinetmaker Alphonse-George

are left out at first. Despite the tide that has been carrying neoclassi-cism, its French variety, the Empire period (1803-1815), has been by-

Extraordinary contrasts in prices may be cited. In June 1983 a ma-hogany dining table made around 1840 by Johnstone Jupe & Co. of New Bond Street soared to an extravagant £35,200 at Sotheby's sale of English furniture. The circular top supported by a squat shaft resting on four sinuous legs terminated with claws reproduces a model executed thousands of times. A number, 1,399, stamped on the underside with the name of the firm snggests large-scale production. Even in that perfect condition a third of the price would have been

Such windfalls have yet to benefit Empire furniture and its continuation into the reign of Louis XVIII (1815-1824). How inexpensolely a porceinmane. Also to be seen there are paintings by Gainsborough, Reynolds, Van Dyck, Lawrence and Zoffany, as well as March at a Dronot Sale content of the price of sive the best of Empire furniture ducted by the auctioneer Christian Delorme.

> The items came from a private collection that, in keeping with French absessively secretive tradi-tion, was not identified. Several had been reproduced in art books and magazines for their rarity. A secretaire, or cabinet, with a drop-XIXe siècle Françai by the French monthly Connaiswent for 110,000 francs. The price left the small dealers goggle-eyed because run-of-the-mill Empire secrétaires usually go for a tenth of pening to top-notch 18th-century furniture on the one hand and to neo-Rococo furniture of the latter half of the century on the other hand, the Empire cabinet was

Another important lot in that still. A small rectangular mahogany table on X-shaped steel legs with ormolu capitals of Egyptian inspiration at the top and ormolu leaves

dart and their kitsch into tions two generations later.

The Regency style has be

Jacob-Desmalter the son of the great Georges Jacob who worked for Marie Antoinette.

While the model was sufficiently admired to be repeated several times, this specimen had been kept for his own use by Jacob-Desmalter. He eventually gave it in his son's fiancée, Hortense Ballu, in-

Souren Melikian

laying the top with her future marilaying the top with the tritute mar-tal monogram "H.J." A unte of Jacob-Desmalter's granddaughter confirms the facts, thus document-ing the splendid museum piece. It sold for a mere 200,000 francs. Even more startling in that sale

was a set of four mahogany fautenils inspired from the Roman curole chair. These were done by Georges Jacob. Probably executed in the opening years of the 19th century, they would grace any mu-seum of decorative art. At 290,000 francs, the set is one of the year's best buys.

Some of the best Empire nbjets d'art were inexpensive too. At the beginning of the sale a pair of vases reproducing the Greek crater shape
— squat high-shnuldered vases with short outcurving necks -matched in quality the furniture. The gold acanthus leaves alternating with black lotuses at the bottom and eagle heads rising from the leaf front designed like a mahogany shoulders to serve as handles gave pedestal and a door opening on the left side is illustrated in the "Le by Napoleon I. The pair, 44 centiby Napoleon L. The pair, 44 centi-meters high, went far 44,200 francs.

This is not a great deal. By way sance des Arts many years ago. It of comparison, a pair of Russian went for 110,000 francs. The price vases in a style derived from the French Empire and made hybrid by the insertion of scenes painted after the 18th-century artist Nicothat. But there are thousands of las Lancret were sold for \$68,200 in these, whereas the pedestal cabinet New York in February last year, seems to be a unique model. Seen in the context of what has been happening to top-notch 18th-century for the flashy decoration currently favored by a new wave of buyers from such different quarters as the Gulf, the United States and South

A variety of reasons account for the disparity in price between the sale may be considered cheaper French Empire and English Regenstill. A small rectangular mahogany cy styles, and the Empire objets d'art and their kitsch interpreta-

the object of in-depth scholarly work, the importance of which cannot be overemphasized in the art market today, nn comparable effort has been made concerning French decorative arts of the Empire and Louis XVIII period. There is not a single monograph dealing with Louis XVIII furniture and the literature on Empire furniture does not rise above the level of coffeetable books.

The Empire period also suffers from a negative image. Anything connected with that period is still largely seen by the French in a political perspective, Bonapartist is a pejorative qualifier to a majority of French people — and still a rallying cry to a small sector of rightist opinion. On the rest of the Continent and in England sympathy for the Napoleonic era is even

Several factors should reverse the situation. The United States is the leader when it comes to buying furniture, and there, in contrast to England, the Empire does not suffer from the same negative image - American sympathies could even be argued to be reflected in the existence of an American Em-pire style. The same applies to South America and even the Arab states - Napoleon is still seen with a favnr of sorts in Egypt.

The second factor lies in the ennimous rise in price of the top layer of the 18th-century furniture and decorative art, and of the more spectacular forms of revivalist art of the second half of the 19th cen tury. Given the general dearth of goods, it seems impossible that the Empire work should stay much

longer in their current vacuu There are a few scattered signs that things are beginning to move. The leading Paris dealers in top 18th-century furniture have expressed discreet interest in the period over the past three years. An extraordinary pair of consoles consisting of ormolu trophics was bought at one of Sotheby's sales in Monte Carlo two years ago by Bernard Steinitz, one of the eight dealers grouped in the loose team called Antiquaires à Paris. Last but not least, a third factor should belo boost the Empire decorative arts -Tart and their kitsch interpreta-tions two generations later.

The Regency style has benefited the current upward movement for 19-century paintings and drawings, which will be analyzed next week.

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Fine Art Auctioneers since 1766

VENICE — The 41st Venice Film Festival appears in its opening stages to be devoted to ourselves as others see us, and the grim happenings: the grinding of scenario in question takes us to a he Italian peasantry under Mussolini in "La neve nel bicchiere" (A Glass Full of Snow): the Nazi per-

secutions reviewed in retrospect by Thomas Harlan, son of the notorinus Nazi director Veit Harlan, in Execution with Four Vnices"; Poles attempting to emigrate from Poland after the "liberation" in Krzysztof Zanussi's "The Year of the Peaceful Sun"; Philippine nuns joining in the struggle far social reforms in "Sagandaan," and the massacre of unlouchables in India

These exposes of human miseries are all well-intentioned and one hopes salutary, but coming one upon another without relief they provide a monotonous diet. One of the initial offerings is a to const hybrid product: "Maria's Lovers,"

It is always instructive to see

scenario in question takes us to a community in rural Pennsylvania that has a population largely of Russian extraction and of Dostoev-**MOVIE MARQUEE**

ski-esque gloom. Its protagonist is a GI returned in 1946 from the war have is a dark variation of the theme of the homecoming soldier that was exploited optimistically in massacre of uniouchables in India the 1946 movie "The Best Years of in Gautam Ghosh's "Paar" (The Our Lives." The Konchalovsky transposition of the situation might

Its subject, Ivan Bibic (John Savage), weds his boyhood sweetheart, the girl of the title, but he is unable mmate the marriage as his war experience has rendered him shot in the United States in English impotent — at least as far as his by the Russian director, Andrej bride is concerned. He leaves her,

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in the Pacific in which he has suffered mental damage. What we appropriately be called "The Worst Years of Our Lives."

throughout, probably as mystified by his locked-up secret as the spec-tator. The film's best feature is pression. Kinski with her accentless English nue, such as the self-defiling epi-

There is a slick bit hy Keith Car-There is a slick out my near is that virtually every ming seducer, and Robert Mirruns long with its theatrical urgentimes alove the boy's boozy father, cy dulled. but he is infrequently seen. Kon-chalovsky's first American effort is but he is infrequently seen. Kon-chalovsky's first American effort is an experiment rather than an in its English language release) is

In "The Year of the Peaceful Sun," Zanussi, a Polish director, has also selected an American soldier as his hero and has taken for his background the retrieved territories of Poland, under Soviet domination, in the period immediately after World War II. The hero is a U.S. Army officer who befriends two women who lost all in the havoc - the mother her health and

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Earthly Misery Dominates Early Venice Festival Showings By Thomas Quinn Curtiss
International Ileral Tribune
ATENICE — The 41st Venice

Konchalovsky, with the German and Maria, a healthy young flirt, is home and the daughter her husseduced by a strolling ministrel. The band. He falls in love with the birth of her baby by the ministrel daughter and urges her to emigrate. curiously brings her wandering hushand back to the hearth cured of his impotence. of his impotency.

Savage as the troubled former

Maja Komorowska as the daughter and Hanna Skarzanka as the mothsoldier maintains a worried look er, and an acceptable one by Scott Wilson as the helpful officer, but,

> It was a theory of the playwright and her willingness to perform Pinero that audiences must be told scenes usually not asked of an ingeeverything at least three times. The cinema has adopted the Pinero opinion as law and enlarged upon

> > an example of that practice. Contending as an Italian entry in the Venice prize competition, it has an interesting script by Suso Ceochi d'Amico. An amnesia victim, unable to remember who he is, is undergoing treatment in a mental, clinic. His photograph appears in the newspapers and various fam-ilies claim him as a relative who

disappeared in World War L. The general idea recalls Piran-dello's "As You Desire Me," but Pasquale Festa Campanile's direction lends the material a fresh ap proach. For the first hour it holdsattention firmly. Thereafter it tends to overplay the contents of its complicated plot and weakens dramatically. Ben Gazzarra as the bewildered man who has forgotten his past and Giuliana de Sio as the woman who struggles desperately to hold him provide acting of the first order, and the supporting performances, too, are commen Despite its decline in its latter half, it is superior to the dozen other films that already have been

screened here.

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AEROSPACE

A SPECIAL REPORT

SATURDAY-SUNDAY, SEPTEMBER 1-2, 1984

High **Stakes** In Race To Space

By Jonathan Miller

WASHINGTON - The crowd at the Kennedy Space Center was in a state of high excitement as the space shuttle Columbia lifted off from the launeb pad, precisely on time, oo February 6. In the VIP viewing area camera shutters clicked like crickets at dusk amid the thunder of the rockets as the shuttle rose from the launeb and huide rose from the launch pad.

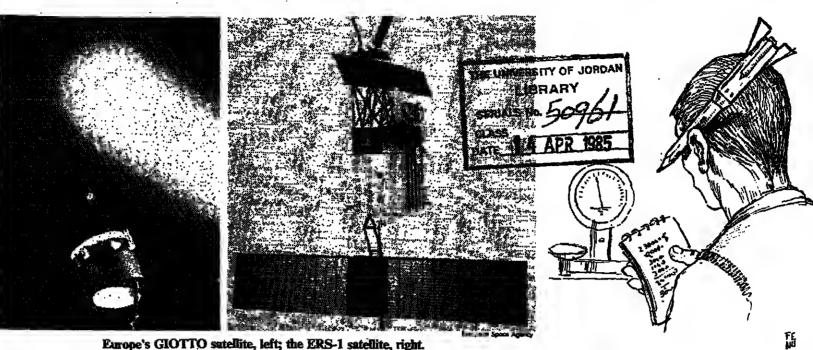
Dim ter Surge

1 - and Sancings

But that evening, as officials were preparing for a celebratory cnektail party, the news was flashed from mission control. The first satellite to be deployed, West-ern Union's sixth Westar for domestic American communications, had been lost in space. The rocket motor attached to the Westar had misfired after the satellite was ejected from the cargo hold. The satellite, insured for \$105 million, was spinning uselessly in the wrong

urbit, and appeared a total loss. That night and through the oext day, as the shuttle revolved the earth with a second satellite, owned by the government of Indooesia, still on board, officials pondered whether to deploy it. After hours of discussion, they decided that the Westar 6 loss was a fluke. The or-der in go ahead was radioed to the shuttle astronauts. Out of the cargo hold went the Indooesian Palapa satellite. The command was sent to fire the rocket motor on the satel-lite. And the motor misfired. The Palapa, insured for \$75 million, was another total loss. It was the shuttle's blackest day; two satellites launched, two satellites lost.

Four months later, the newest shuttle in NASA's fleet, the Dis-(Continued on Page 9)



The End of the CAB, and of an Aviation Era

By Douglas B. Feaver

WASHINGTON — On New Year's Day, the Civil Aeronautics Board will become a rarity in the history of U.S. regulatory agencies. It will cease to exist.

Since 1938, the CAB and its predecessor agency have overseen almost every aspect of U.S. airline operations, from determining the fare between Peorla and New York to picking the airline that would fly the route.

But the deregulation of the domestic airline industry is now virtually complete. The last chapter of the Airline Deregulation Act of 1978 called for the death of the CAB and its authority over routes and rates.

Domestic airlines are oow free to fly anywhere they want and to charge anything they can get, a fact that has brought dramatic change to U.S. aviation and is blamed indirectly for the bankrupicies of three major carriers — Braniff, Continental and Air Florida. Both Braniff and Continental are flying again after reorganization.

Dan McKinnoo will be the last chairman of the CAB. Mr. McKinnon, owner or part owner of two radio stations and two television stations, came to the board in October 1981 with little regulatory experience, strong Republican credentials and a commitment to close the place down.

"I thought I was coming for a year." Mr. McKinnon said in an interview. Wheo be took the CAB chairman-

ship, deregulation had progressed so far that Congress was talking about coding the agency's life even earlier than Jan. 1, 1985.

That so-called early sunset never happened, but there is no question that the CAB will go out of existence. Its 368 remaining employees received their formal termination notices Aug. 10, but some remaining functions will continue, probably in the Department of Transportation (DOT).

Congress has already passed legislation that switches responsibility for international aviation to DOT along with a domestic program that provides federal subsidies

with a domestic program that provides (ederal subsidies for scheduled airline service in some small or remote communities.

This year, with the end of the CAB in sight, both houses of Congress have voted to retain the CAB's consumer protection regulations and transfer enforcement of them to DOT. It is expected that technical differences between the House and Senate versions will be resolved later this

the House and Senate versions will be resolved later this month when Congress returns.

Mr. McKinnoo has been a strong supporter of contiouing the consumer protection regulations; in fact, he sees them as essential to preventing reregulation of the airline iodustry. "If we get just a few bad apples, the pressure will huild to totally reregulate; I don't want anybody to get that upset," he said.

The region consumer protection rules require that

The major consumer protection rules require that:

Airlines provide no-smoking sections.

Airlines compensate passengers whn, because of overbooking, are "bumped" from flights on which they

 Airlines compensate passengers whose luggage is Charter operators hold passengers' advance pay-

ments in escrow to preclude disappearing charter flights, a problem in the early 1970s,

Additionally, the CAB recently adopted a new regulation that attempts to control so-called display bias in computer reservation systems that most U.S. travel agents

use when they arrange flights for their clients.

Travel agents book about two-thirds of all domestic airlioe travel. Most agents do so through computer reservation systems sold or leased from either American or United Airlines, the nation's two largest carriers. Both American and United systems favored their own flights in displaying possibilities on the computer screen. The rule prohibits such bias, which smaller airlines claimed was depriving them of access to customers.

Mr. McKinnnn said noe major reason for contiouing the consumer protection standards was that many individual states were talking about imposing their own standards if the CAB rules disappeared. "Can you imagine the confusion for an airline if Massachusetts, California and Wyoming came out with their own rules?" he asked. Federal regulations pre-empt state action.

Europe Asserting 'New Independence' In Fighter Project

By Axel Krause

PARIS -Shortly after five West European defense ministers signed an agreement in July to press ahead with joint development of a new tactical lighter for the 1990s, a se-nior British industry official commented that "this is our chance to lead in a key area of aerospace technology, but if we fail, it will probably mean turning to the United States — nubody in Europe wants that."

The comment increasingly is be-ing echoed by civilian and military aerospace planners on both sides of the Atlantic, It reflects Europe's growing determination to continue pursuing multibillion-dollar proects un its uwn in such crucial areas as the new lighter aircraft. military helicopters, weapons sys-tems, passenger planes, advanced engines, as well as space launchers and satellites, including those with military applications.

tn the spirit of what has been termed Europe's new independence," moreover, new cooperative projects are expected to go forward even if they are costlier and inferior in performance to comparable U.S. technology and equipment. That may mean the United States, in the years ahead, will have to accept playing what Aviation Week recently described as "a subordinate subcontractor, or vendor role," on the European aerospace scene.

As a senior West German aerospace executive put it; "There will never be another F-16 project in Europe — at least not if we can help it," He was referring to the General Dynamic's \$2.8-billion contract to co-produce its F-16 in several NATO countries, the largest trans-Atlantic venture of its kind that is now perging countries. kind that is now nearing completion. "It is not, as some are saying,

added a French official, "but it is a matter of building European independence, in a strategic and eco-

The trend reflects — and is fuel ing — the heated debate within NATO over not only the sharing of the costs of new technology and weapons, but also the shaping of NATO's military strategy and po-litical goals. Former U.S. Secretary of State Henry A. Kissinger recent described it as "an exceedingly dangerous situation," and described the tensions within NATO as "unprecedented and unsettling. Basically, U.S. defense planners want European alliance partners is increase their contribution to NATO defenses, at a time when they are evaluating the substantial costs to American laspayers of defending Europe and seeking ways of reducing budget deficits.

But the Europeans say that they cannot afford to make new, major efforts unless the United States makes a sincere effort to establish what is widely referred to in the industry as a "two-way street" in arms trade. For the United States, this would involve transferring highly sophisticated U.S. technology to the European arms industry to produce new equipment in Eu-rope, while buying more European military technology and equipment. Neither trend appears to be materializing, although the trade imbalance will be reduced somewhat because of a recent decision by Washington to buy 27 French German Roland missile systems, aimed at improving air defense in Central Europe and that will be deployed in 1987-89.

According to NATO sources, the U.S. surplus in arms trade with

(Continued on Next Page)

Soviet Military Aviation on Display At Farnborough Show for First Time

By Richard Turtle

WASHINGTON - Soviet aircraft will be on display at the Farn-bornugh air show in England this week for the first time in the show's history, and Western observers are hoping to see something oew. The planes themselves will oot be ocw if the Russians are true to their annouocement — two fixed-wing transports and a helicopter, all of which have been displayed at the Paris air show - but specialists will he looking for airframe and engine details that have oot so far appeared outside the Soviet Union.

And there is a chance that upand landing transport, an Ilyushio forces.

Mil Mi-26 large helicopter. John W.R. Taylor, editor of the authoritative "Jane's All The World's Aircraft" reference book, hopes the Antonov on display will be a pro-duction version. If it is, he says, "we might learn something from it" Mr. Taylor is also hopeful that the llyushin transport will actually be an Il-96, which features more

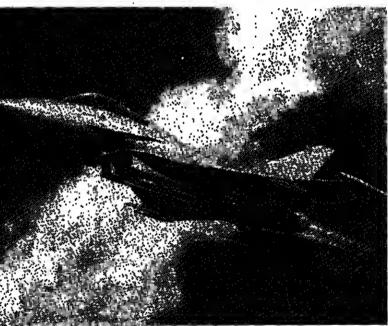
Not oo the list of Soviet planes to be displayed at Farnborough is a during a major war in Europe. transport the Russians call Ekranoplan. Press reports this summer say the revolutionary plane, which uses the wing-in-ground effect (WIG) graded versions of the lypes an-nounced will be shown. The Rus-high speeds, could carry buodreds sians have said that they will seed of troops quickly over the Baltie an Antooov An-72 short takeoff and North Sea to outliank NATO

powerful engines.

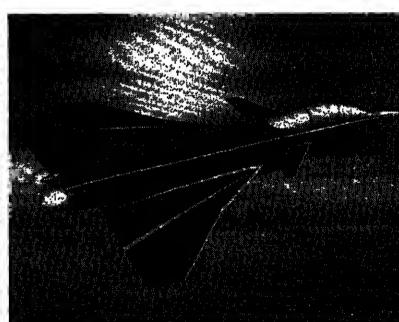
so technically challenging, opera-tional versions of the Ekranoplan probably will oot appear for some time, if at all. There are those who think the same might be said of an American airtift capability that matches the requirement. Although the Military Airlift Command has responded well to a number of crises, including the 1973 Arab-Israeli war, there would be significant delays in the movement of materiel

An airlift master plan that spells out the problems and ways to get around them "appears to offer a long-range solution to airlift shortfalls," said Admiral Wesley L. Mc-Donald, head of the U.S. Atlantic Command, "but it is a long range

(Continued on Page 10)



The British design for its FEFA candidate.



France's candidate for FEFA, by Dassault.



Europe Asserting 'New Independence'

Europe exceeded \$1.8 billion last

Political motivations, influenced by growing unemployment and heavy trade deficits, also are driving the Europeans. Top industry and government officials in London, Paris, Bonn and Brussels are not bashful about telling American visitors that they view the U.S. market for civilian and military aircraft and equipment as highly protected; that they consider the Reagan administration heavy-handed in its dealings with the allies over transferring technology. But what matters most, Europeans say, is their determination to build a modernized industrial base from which United States and Japan in the

years ahead. Officials note that a total of some \$00,000 jobs are at stake in the major European aerospace companies, many of which have cut back employment levels because of stagnation in orders at home and insuch key export markets as Latin America and the Middle East. Many European aerospace companies foresee no recovery until the end of 1986, at the earliest, and they emphasize that their intention is to be positioned for the expected

Cooperation among European aerospace companies is not new. During the last two decades. France, Britain and West Germany have established about a dozen major cooperative ventures, some with omside partners, and each have been actively supported by their governments. These include the French-British Concorde, the European Space Agency's Ariane France. launcher, the Alpha, Jaguar and The Transall military planes, the Airbus controversies, however, which if jetliner, the French-Italian ATR 42 not resolved could threaten its fucommuter plane, the Euromosile ture. A crucial issue is design leadmarketing firm that handles Ro- ership. France's state-controlled land and other French-German Dassault-Breguet, which plans to gins September 2. est cooperative venture vet, the 1986, believes that it is best quali-plane, known as the Future Inter-

"In a sense, the Tornado is the British Acrospace, one of the leaders in the project, adding quickly be European. that "what is lacking in our latest French dimension and that is being actively negotiated."

to compete head on with both the over work division among the Eu- with France and West Germany. cooperative ventures are currently

> The new ractical fighter known as the Future European Fighter Aircraft, or FEFA. At their July meeting, defense ministers of Britain, France, West Germany, Italy will use General Electric GE-404 and Spain, signed an agreement to prepare a feasibility study, which they will take up at their next meeting in March. Developing and building some 1,000 FEFAs, in-cluding 200 for export, could gen-erate more than 530 billion in orders for the five countries that want to participate. Assuming the pro-gram materializes, the first fighters would be operating by 1995, replacing British-French Jaguars in Britain and later, McDonnell Douglas F-4 Phantoms in West Gerniany and Mirage fighters in

The project is beset by major

that has already delivered 360 Tor- lished in Paris. French government nados, (out of a total 809 planned officials also insist that Dassault U.S. technology, mainly the radar. Tornado has yet to land a single export order.

French officials also have repeatmodel." said a senior executive of edly emphasized that Paris is deter- which include Lockheed's C-130 mined that the new fighter project Hercules and Transalls made by

quarters should be in the United Kingdom, and has warned that Amid looming problems of fiBritain may pull out if it does not
nancing and heated disagreements obtain an equal role in the project ropeans, antably between France British Aerospace officials note and Britain, a wide range of new, that its demonstrator plane also will be flying in 1986 and that it shaping up for implementation in will have an all-European engine: the 1990s. They include the follow-the RB-199, which is used in the Tornado and is manfactured jointly by Rolls-Royce of Britain, the MTU engine company of West Germany and Fiat Aviazione of Italy. The Dassault demonstrator

> However, France's state-owned SNECMA is developing its engine early-warning system currently candidate, the M-88, for use when available only in Boeing AWACS the FEFA program is established.

Government and industry sources on both sides of the Atlantic view the controversy over the FEFA as the latest and a major test of Europe's ability to cooperate, but they feel that, ultimately, it will be resolved by political leaders, probably France's President Francois Mitterrand. West Germany's Chancellor Helmut Kobl and Britain's Prime Minister Margaret Thatcher, Most sources said they they expected the project, among others, to be the focal point of intense discussions during the Farnborough air show, which be-

· A new military transport

(Continued From Previous Page)

Transdo fighter-homber. A fied in direct the development of processman for Panavia, the British-German-Italian consortium
Political motivations, influenced

Transdo fighter-homber. A fied in direct the development of processman for Panavia, the British-German-Italian consortium
FEFA's design office be established in Paris. French government involving Lockheed-Georgia of the United States, British Aerospace, during the program's 20-year dura- has an excellent track record on France's state-owned Aérospatiale, tion ending in 1989) noted that exporting its planes, notably Mi- and West Germany's Messereach plane contains only 3 percent rage jet lighters, and note that the schmitt-Böl-kow-Blohm. The basic idea is in develop a new transport plane to replace existing fleets in the United States and Europe.

> Aérospatiale and MBB. that "what is lacking in our latest Meanwhile, British Aerospace "Our military transport planes venture, the new fighter, is a argues that leadership and head- are aging and too small and we are seeking a condensed version of all our needs, by around 1995, an executive of the French company said, although he readily conceded that Lockheed, because of the substantially larger U.S. market, probahly will play a dominant role in the project. "They probably would take two-thirds of the hundreds of planes we eventually produce." he

> > Sources close to FIMA said that a first, draft report on the industrial feasibility of the project will be completed by the end of this year. They emphasized that the plane could be designed to incorporate a key, European requirement: an and Grumman Aerospace's E-2C

Hawkeye planes. FIMA is one of the very few examples of emerging trans-Atlan-tic cooperation, along with several aircraft engine projects for passenger planes in which United Techies and General Electric in the United States are participating. Europe also is cooperating with U.S. National Aeronautics and Space Administration in several

 Space projects of the European Space Agency. Two key programs were approved by ESA, which could provide Europe with its first capacity to build an independent, permanent manned space facility and to cooperate with the United

the 1990s. Columbus was proposed by Germany and Italy, which indepen-dently financed initial develop-

ment work on their own. Largely at the urging of France, ESA also will now develop a new cryogenic engine, known as the HM60, which will be designed to power the Ariane 5, a new highly advanced version of the present Ariane launchers that France is also proposing to other ESA members. Backed enthusiastically by Laurent Fabius, France's prime minister, the engine project is a key first step, whose estimated development costs will total about \$140

Final approval of both projects

States in its space station program. are expected when ESA's member October. Industry sources estimate

tion of NASA but could be expanded into a European station during proposed that Europe establish a military satellite program for its future defense needs, but this has not yet taken concrete form.

 Helicopter projects, notably a new French-German attack heli-copter, known as the PAH-2. Mr. Mitterrand and Mr. Kohl signed an agreement on May 29 to jointly develop the second generation heli-copter, which will require about \$750 million in outlays during the next eight years. The first protopeatedly failed to agree on the joint that its highly successful BO-125 construction of a new battle tank. helicopter, which first flew in 1982,

The memorandum also specifies governments meet in Paris during that the PAH-2 will use a new engine, which will be jointly developed by MTU and Turbomeca of France, and that both projects will be directed by joint companies based in West Germany and France.

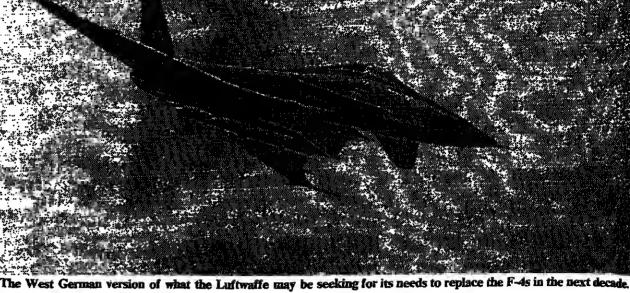
> Rolls-Royce and Turbomeca agreed earlier this year to cooperate in still another European helicopter project, known as the RTM 322. It will be a candidate for use in a helicopter being developed by Westland of Britain and Agusta of Italy, the EH101.

Meanwhile, MBB, which is a key participant in the French-German type is scheduled to fly around project, is already planning cooper-mid-1987 in what has been present- ation with Westland, Aerospatiale ed as a major breakthrough in co-operation between the two govern-eration belicopter for the 1990s, ments. Although Paris and Bonn known as the TH-3. In what is have jointly established successful widely viewed as its bid for design aerospace programs, they have re- leadership. MBB has suggested

for the new helicopter,
While most of the European pro-

jects are proceeding on schedule, the controversy over the FEFA sid could result in its failure, with important repercussinns for the Unit. ed States. Indeed, a senior West German Defense Ministry official emphasized in a recent interview that Bonn has not ruled out some form of cooperative arrangement with the United States, or even an outright purchase of a new U.S. aircraft. "Germany will cooperate with its European partners to find a joint solution, but we will keep our options open," the official said.

What alternative might be acceptable to the German government? "An engine made here, for example, the rest bought elsewhere. like in the United States," he sain. "Insofar as Germany is concerned, the final decision has not yet been made, although like the French, we will be striving far a European so-



These include a projected space station, known as Culumbus, which would develop modules and sys-tems for use with the planned stathat the projects will require a total \$220 million in financing. President Mitterrand also has

Safety in Number of Engines? Ruling in U.S. Is Expected to Clarify Issue

By Bob Burkhardt

WASHINGTON - Is there really air safety in numbers? Are three or four, or more engines on an airplane safer than, say, two en-

The Federal Aviation Administration, air transport's safety watchdog agency, is seriously con-sidering this question and will soon issue a ruling that clears the way for airlines to operate twin-engined jet transports nonstop across the North Atlantic.

Trans World Airlines, in antici-

plied to the FAA for permission to use its twin-engined Boeing 767s in regular grans-Atlantic operations as People Express and Virginia politics, as People Express and Virginia politics.

This can be done because of the already flying nonstor 5,000-mile. starting October 28.

TWA's fleet includes 10 B-767s. all of which can be easily modified for trans-Atlantic service. They

Airlines flying the North Adantic pation of this ruling, recently ap- are under considerable economic

all of which can be for trans-Atlantic service. They would be particularly useful during the slack winter months when traffie does not justify flying jumbo B-1747s between New York and Londom, as well as to other points in approves the TWA application for an exception to the 30-year-old rule, which says that transport jets

In 1964 the International Civil craft could not fly routes that were 7,500 statute miles. at any point more than 90 minutes' time from an adequate air-

Being able to use a twin on long overwater routes "would present

may not operate over water on a route that "contains a point farther

into effect in the days of noisy, complicated piston engines. Engine failures were not exactly common, but they happened often enough to make the FAA cautious even when

port after failure of two engines. Now ICAO has a world standard

may be used for overwater (lights if they can reach an adequate airport in 90 minutes on one engine. The trage speed of 541 miles per hour have an interest in the change. FAA is now expected to bring its

of the world.

This can be done because of the great reliability of the turbine engine. A Boeing study on power-plane dependability found that mit. over the last 25 years a 200-plane

2,000 years. same — most commonly running ago received a waiver from the out of fuel — then all engines step FAA so Eastern Airlines could fly running of course and it does not nonstop Caribbean flights. With

This is an FAA rule, first put also notes that cruise is the safest Having used the FAA's exception effect in the days of noisy, part of a flight. Most engine failting process to allow Eastern in use ures occur at the high stress periods the A300 on long overwater flights of takeoff, climb, descent and land-particularly New York-San Juan

pian Airlines from Dulles Airport Aviation Organization adopted a nonstop after a flight of 13 hours 17 rule that said that four-engine air-

In normal commercial service. Ethiopian's 767ER will carry a full an important change we think it is payload of 20i passengers and will have a range of 4,400 nautical that says that twin-jet transports miles. On the record-making deliv-may be used for overwater flights if ery flight, the Pratt & Whitney

Air Canada, which will take deairline fleet of modern twin jets. livery of a B-767ER in October, flying 2,500 hours a year per plane, says it needs the aircraft for its might experience a double engine scheduled nonstop flights from failure for unrelated causes once in eastern Canada to the Caribbean. In addition to the B-767, the Air-In cases where the cause is the bus Industrie A300 several years

matter how many engines there are Boeing now pressing hard for a on the airplane.

Boeing now pressing hard for a waiver that will cover both the Bthan one hour's flying time [at one engine out airspeed] from an adequate airport."

on the airplane.

Boeing — which is pushing the 767 and the B-757, Airbus finds itself in an anomaly.

Airbus Industrie said the excepmake the FAA cautious even when approving three-engine aircraft for long overwater operations.

One of Boeing's newest models, the formula industrie said the exception process should not be used by the 767-ER (extended range) earlibread to Ethionistop trans-Atlantic overwater operations. nnastop trans-Atlantic overwater

flights.
"It is a good time now for the FAA to change the rule," said Bernard Ziegler, vice president at Airbus Industrie. "But to make such important to go through the rule-

The FAA takes a long time to

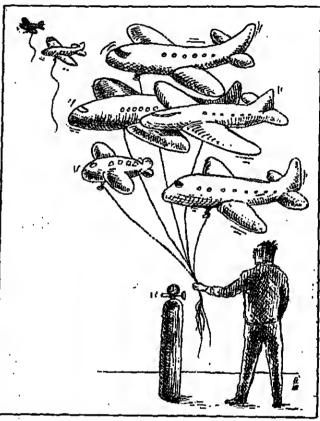
man at Boeing pressing for an FAA exception for the B-767 is the company's vice president for govern-ment technical liaison, John M.

He said that the FAA's present rules "do not take into consideration present airliner design, technology and capacity" as well as "modern weather forecasting, airport facilities, navigation aids and long-range facilities."

The FAA has the authority to grant exceptions to their 60 min-utes' rule and should on so, Mr. Swihart said. The agency apparentagrees. In its 22-page "advisory circular" the agency says any twin jet seeking "airworthiness and operation approval" for extended the FAA's "fail-safe design con-

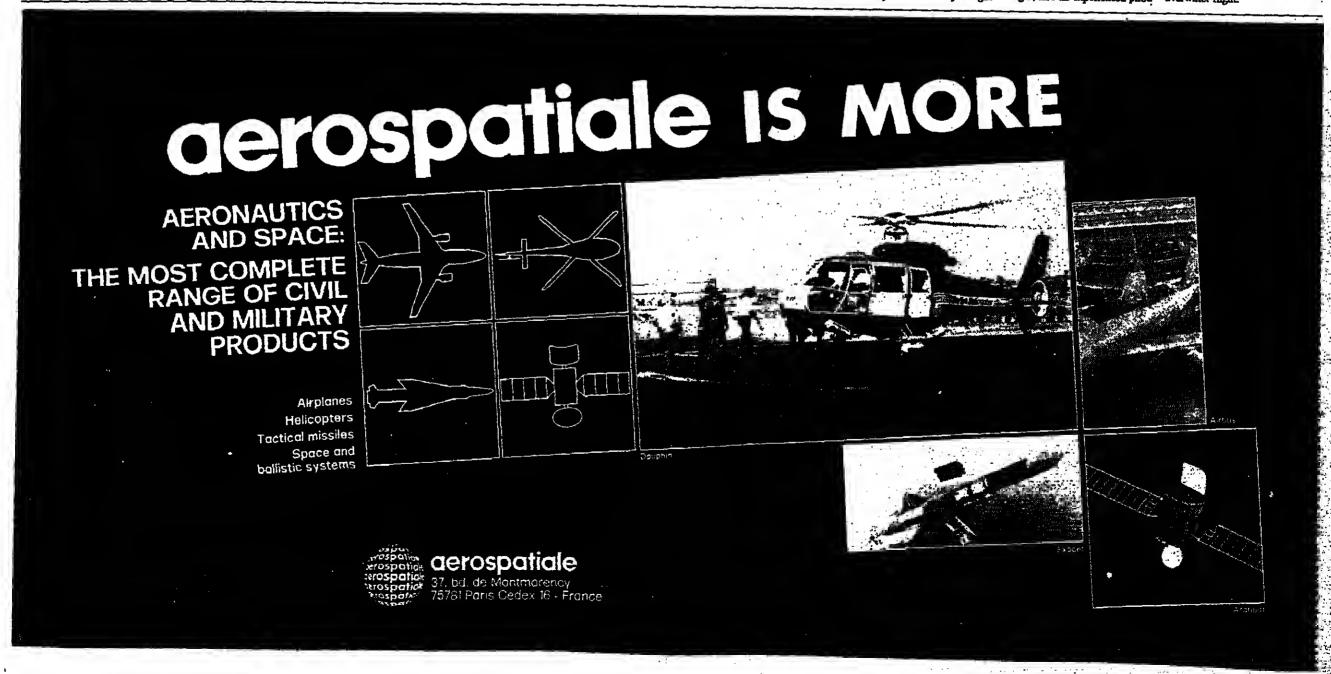
Older B-767s can meet the design concept through modifications that must include additional backup systems, particularly for electrical supply, as well as "isolation of systems and components so that failure of one element will not cause failure of the other".

Meanwhile, in California, an innovative aircraft designer, Burt Ru-tan, has engineered and built a twin-engine plane that will carry a crew of two nonstop around the world, and along a route that is almost entirely over water.



His plane, "Voyager," will be al-most 80 percent fuel by weight Yeager, also an experienced pilot. overwater flight.

when it takes off from the world's Their plane has a wing span allongest runway at Edwards Air most the same length as the B-767. Force base next spring. The crew of but it will be many thousands of two will consist of Mr. Rutan's pounds lighter even with its heavy brother, Dick, a former Air Force fuel load. The Rutan plane will be fighter pilot with one endurance powered with two piston engines record to his credit, and Jeans for the 25,000-mile, 95-percent





The High Stakes In Satellite Race

(Continued From Page 7)

covery, was perched on the same launch pad in Florida, waiting to take off. The countdown proceeded to the final seconds. And abruptly stopped. The next day, NASA tried again. Across America, the breakfast-time television programs switched to a live feed from the Kennedy Space Center. The rockets fired. Then they stopped. The shuttle stayed on the pad.

The Americans are gloomy at the year's failures in the shuttle program. They could not have come at a worse moment. Because for the first time since the dawning of the space age, the Americans have lost their monopoly as the non-Soviet bloc's single satellite-launching administration.

But NASA's main competitors, a consortium of European aerospace companies led by the French, are as joyfut as the Americans are grim. After pulling their Ariane satellite-louncher program through some early reething troubles, the European Space Agency and its affiliated marketing group, the Arianespace Company, have produced a spotless record of launching successes inis year, including the first launch by a European rocket of an American communications satellite.

From its launch base in Kourou, French Guyana, the Ariane has put into orbit a large communications atellite for Intelsat, the global satellite for Eutelsat, the organization of European telecommunications

authorities. The last two were launched on the Ariane 3, a new and improved ersion of the Ariane that can project two satellites into space at once. Arianespace has recently capped its successes by announcing another firm order to launch an American satellite, from Satellite Business Systems, the American communications company in which IBM has a majority stake.

Vast sums are at stake in the space transportation business. There are lots of wild estimates of the scale of the satellite-launching husiness between now and the year 2000. But even the "low" estimate produced by a team of satellite experts at the Battelle Labs in Columhus. Ohio, forecasis a market to launch 437 non-Soviet bloc satellites between 1984 and 1999; their "high" model suggests the number could be \$23. (Significantly, the numbers exclude military satellites.

So the market is actually bigger.) A very rough estimate, assuming an average \$50-million price tag for each launch over the period, is that the payloads are worth \$22 billion under the lowest estimate and almost twice as much under the high

Battelle's forecast predicts the sbuttle will launch at least 42 per-cent of non-Soviet, non-military space cargos through the year 2000. Battelle believes that Ariane can expect to win at least 15 percent of the market and will compete with the shuttle for 28 percent of the payloads. Battelle believes that other launchers, being developed by the Chinese, Japanese, Indians and some American private companies, and the few remaining expendable launchers to be used by NASA, can together expect a 15-percent mar-

ket share of payloads. The competition between the shuttle and Ariane is focused on the 28 percent of payloads that Battelle considers up for grabs. These payloads can be said to be worth very approximately) more than \$11 billion under Battelle's high estimate of demand and \$6 billion under its low estimate.

both NASA and Arianespace are cutting prices to the bone. Indeed. the competition between them is so savage that it may preclude the entry of private companies into the space transportation business. One such company, Transpace Carriers, still hopes to win a share of the future launch business, using the McDonnell Douglas Delta rocket system that was a workhorse of NASA's before it was phased out in favor of the shuttle. But Transpace claims that it is being burt by unfair competition and has filed a complaint against Arianespace with the International Trade Commission in Washington. Transpace claims that Ariane prices are subsidized and that it is selling launches to American carriers for a price lower

than the one charged to members of the European Space Agency. The Europeans only ritualistically deny that Ariane is subsidized. Privately, they admit it is, and shrug their shoulders. So is the shuttle, they say. Curiously, at NASA, the reaction is exactly the same: a ritualistic denial, followed by the claim that, "so is Ariane."

So for the satellite operators, therefore, the situation is a bappy one. No matter what launcher they select, the price is subsidized (currently about \$30 million to launch a similar satellite on either system, with the price expected to edge up to around \$50 million over the next few years.)

On a technological level, the differences between the shuttle and the Ariane could not be more pro-nounced. While NASA's system has extraordinary potential, its shuttle is complicated because it is manned and because it is reusable. This has not made it reliable. NASA is far from establishing the 24-launch-per-year schedule that it originally claimed would constitute "operational" shuttle program.

NASA, too, has not yet perfected the business of moving cargo from the shuttle to higher altitudes. Because the shuttle only flies a few bundred miles into space, high-alti-tude satellites (including all communications satellites) must be ejected from the sbuttle, to be propelled to the proper orbits by minirocket upper stages. These upper stages, as the owners of Westar 6 and Palapa B-2 can attest, are not yet footproof.

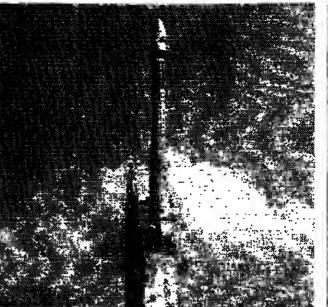
Where the shuttle is complicated and ambitious. Ariane is simple and traditional Based on a concept identical to that used by the Germans to produce the V2 rocket dur-ing World War II, the three stages of the Ariane can boost a communications satellite directly to a SUO mile service altitud the satellite is synchronous to the

rotation of the earth. There is more to the competition between the shuttle and the Ariane than money. National and European community pride is at stake.

Irrespective of whether the next big thing in orbit proves to be direct satellite broadcasting, space stations, spy satellites or pharmaccutical factories, space transportation will remain the essential prerequisite for nations to exercise sovereign projects in space.

But the most important thing to remember for the future of space transportation is bow fickle it all can be. Now that Ariane is working so well, the only thing that its backers cannot ignore is their fear that a chain of disasters could turn the table. Rocket systems are notoriously pesky, and the Ariane itself has had a colorful childhood.







A SPECIAL REPORT ON AEROSPACE

Left, the first use of SYLDA, Ariane's dual launch system; right, the spacelab on board the U.S. space shuttle.

(And Now) the Spaceman in the Gray Flannel Suit

By Theresa Foley

WASHINGTON - Having lost the race to put the first man in space, the Americans are aiming for a different distinction. When the space shuttle Discovery blasts off from the Kennedy Space Center on board will be the world's first space businessman.

Charles Walker, an engineer employed by the Mc-Donnell Douglas company of St. Louis, is the first of what is expected to become a large group of civilian astronauts who will be lofted into orbit with the sole

objective of making money for their employers. Mr. Walker's assignment will be to operate a minia-ture space factory. Using a biological-separation process called electrophoresis, the factory, owned by McDonnell Douglas in a joint venture with the John-McDonnell Douglas in a joint venture with the John-son and Johnson company, will produce exotic phar-ministration hopes that the success of commercial frontier has been greeted with some skepticism. At a

tured in the microgravity of space. If his mission succeeds, the materials he produces will be used in clinical testing later this year.

Mr. Walker's space mission is the most visible element in what has become a broad American policy objective of commercializing space. Encouraged by the Reagan administration, there is a new wave of enthusiasm in America for both entirely new space enterprises and for the privatization of space activities that have until now been the monopoly of the government itself.

Space commercialization is a broad term that covers many specific activities. Until now, the only truly successful profit-generating commercial space activity

sector investments in earth observation satellites. by the American Embassy in Switzerland earlier this space transportation systems and materials year. Wolfgang Demish, an analyst with the First

But a host of political and economic problems have made the broad commercialization of space seem like a long-range objective rather than an immediate prospect. The administration's hopes to privatize the naticularly the limits on the said that shortcomparticularly the limits of the said that shortcomparticularly the said that shor tion's weather satellite system ran into a storm of protest in Congress. The more limited goal of turning over only the earth-exploration satellites (or remote sensing satellites) is running into problems because it appears certain that large government subsidies will be needed to make the proposition attractive to pri-

vate enterprise.

The American intention to exploit the final business

maceuticals that can only be economically manufac- satellite communications can be repeated by private- conference on space business opportunities sponsored Boston Corporation, a securities and investment firm, dismissed the notion that tomorrow's space factories

He said that shortcomings in the space shuttle. particularly the limits on the time it can spend in space and the amount of electricity it can provide, mean that it does not provide companies with a good basis for doing business in space, "The spare power available fon the shuttle] is only about enough to run a toaster, a tea kettle and an electric skillet all at one time, without popping a fuse," he said. "While this is adequate to make breakfast, it is clearly more suited to meet

U.S. Manned Space Station Now Running Behind Schedule

By Anita Schrodt

NEW YORK - In January, President Ronald Reagan issued what has come to be called the "space station initiative" — that the United States would have a manned space station in operation within the

Within three months, there had been dozens of special conferences, some privately sponsored and some government sponsored, on the "space station initiative." Despite the possibility of Congressional and bureaucratic delays, potential changing of the guard at the White House and the ongoing dispute over manned vs. unmanned, a space station appears to be the next logical step in the U.S. space program.

There has already been a slip in the timetable, with the National Aeronautics and Space Administration running about two months behind its original schedule for issuing requests for proposals on two-year design and definition contracts.

All told, a U.S. space station, manned by a crew of six to eight, will mean some \$8 billion (possibly more) in U.S. government funds distributed to private industry, not to mention privately funded programs linked to an operating space station.

On top of that could be another \$4 billion or so in space station projects from foreign participants, most likely Japan, Canada and the European Space Agency.
The U.S. Cougress has appropriated \$150 million

for the 1984-85 fiscal year to get the space station off the ground - or at least, onto the drawing boards. funds will provide initial payments on what will ultimately be about \$800 million in preliminary design and definition contracts, viewed as the crucial

element in the IO-year program, according to NASA. In its authorization bill, in part to overcome objections from the scientific community to the manned element of the space station, Congress clearly stipulated that NASA give substantial attention to the development of automation and robotics in space station

"We're attempting to put a program together to determine bow much man and how much machine," said one top NASA official. "Our drive is to push automation and robotics as fast as we dare.

The scientific community, which also objected to the man-on-the-moon aspect of the U.S. space program in the 1960s, has maintained that permanent manning of a space station represents unnecessary

However, NASA-commissioned studies have indicated a marked preference by the potential commercial users for permanent manning of a space station -

not to mention the traditional "national pride" factor shall Space Flight Center in Huntsville, Alabama, and of man in space, which has been part and parcel of all previous Congressional funding considerations for

SOSCE DIOGRAMS.

Some companies already embarked on shuttle-related space ventures have expressed enthusiasm for an unmanned space platform at the least — the "free flyer" such as the Leasecraft platform under develop-ment by Fairchild Industries — but even more preferably, a manned space station. Even Fairchild sees benefit to a manned space station for rendezvous with its Leasecraft, now scheduled for launch into perma-nent low-earth orbit by the shuttle in late 1987. "One problem we face right now is that the Lease-

craft has to operate in conjunction with the shuttle, said Emanuel Pihenakis, vice president at Fairchild Industries. The U.S. Department of Defense has the right to pre-empt all or part of a shuttle flight.

"We know NASA will bend over backwards for us,

but there's no way to guarantee revisit" to the Lease-craft if a shuttle flight is bumped by the military, Mr. Fihenakis said. Visits to the Leasecraft from the space station are more assured, he said.

"The space station will be a substantial aid to the commercial side of an operation like the Leasecraft,

not a competitor," he added. Microgravity Research Associates, a Texas firm developing a production unit to grow gallium arsenide crystals in space, said a space station will resolve the station. limited power restrictions it faces on the space shuttle

McDonnell Douglas, which has already flown on the shuttle with its continuous-flow electrophoresis production of pharmacenticals, a joint venture with Johnson & Johnson, estimates that it could develop 15 new products during a 10-year period on a permanently manned space station, compared to only about three new products in the same time period on shuttle

Furthermore, the company estimates it could cut production time from one to two years on the shuttle to a "few months," according to Charles Ordahi, vice president of space programs for McDonnell Douglas Astronautics Co., on a space station.

NASA is now hoping to issue its RFPs - requests for proposals — for the design and definition con-tracts in mid-September. The agency is splitting the work into four work packages, ultimately to cost the government about \$800 million, and hopes to award

will cover space station modules and common modu-lar design, thermal control, data systems, pressuriza-tion, propulsion systems and links to orbital transfer cles and orbital maneuvering vehicles,

The other three work packages will cover architecture and assembly, utility integration, altitude control systems, shuttle interface; provision for two un-manned platforms, one in the station's orbit and one in polar orbit, compatibility to platforms and attached payloads, marketing and utilization; and the power

NASA officials say the contract bids will probably be submitted in mid-November and the contracts awarded about the first of April next year.

Lockheed Corp., with its extensive background in solar power, appears to be a leading contender for the power part of the space station package. Lockheed Missiles and Space Co. designed and built the solar array wing, slated to fly on the shuttle and be repeatedly deployed with the August 30 mission of the The wing was not fully outfitted with solar cells;

most of the mission was designed to test the folding and unfolding of the 105-foot wing, an exercise that Gary Turner, program manager for the solar array project, called "the first legitimate use of the sbuttle as a structural testbed for building blocks for the space

Lockheed officials, looking at possible Lockheed participation in space station contracts, noted that the company has developed concepts for automatic assembly systems that could construct a space platform the size of three football fields in two days. "We're very interested in the space station," said

D.M. Tellep, president of the Lockheed Missiles and Space Co. "Our strengths are in power and utility; we have a broad capability in large space structures."

Also, Lockheed's research and development facility

in Palo Alto, Calif., has done extensive work in biotechnology. Lockheed would, as Mr. Tellep noted, be interested in developing any lab module associated with biotechnological experimentation.

Another leading contender for space station contracts is McDonnell Douglas Astronantics Co., which desirated and built are as a receivable class to be the

designed and built what was originally slated to be the space station served by the shuttle — Skylab. The California division of McDonnell Douglas Corp. is package.

About 40 percent of the budget will go toward the largest package, which will be administered by Mar-

Another firm keenly interested in the future of the space station is Space Shuttle of America, a new company affiliated with Astrotech International. The company bas submitted a proposal to NASA to buy the fifth shuttle for \$2 billion and possibly even other orbiters. The space station would generate a lot of toand-fro business for any private firm operating an

There have been numerous studies done on the otential economic impact of a space station, most likely to be developed by private industry, permanently assigned to the space station.

Using an OTV would eliminate some of the weight and size restrictions now facing satellite manufacturers with the sbuttle, General Dynamics, which is designing an OTV, has completed studies showing that an OTV system linked to a space station could save the satellite industry (assuming about two dozen satellite launches a year) from \$600 million to \$1 billion a year in launch and construction costs. Some construction costs would be reduced further with an orbital maneuvering vehicle, the space station's version of a repair station, which would permit regular maintenance and repair of satellites.

Looking at the potential for private investment in a space station module, the fee-for-service laboratory has been attracting the most interest thus far. Yet to be for relatively early return, five to seven years, oninvestment, while a space station is not scheduled to be operating until 1992. In other space investments, one of the ways the long

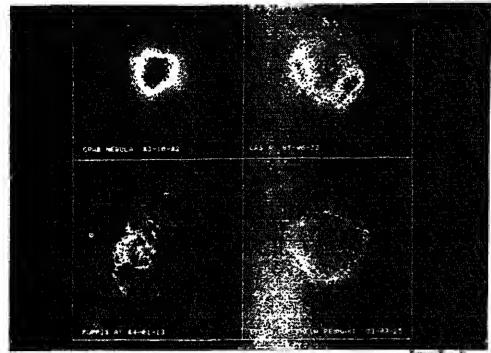
lead time on return on investment has been overcome. is to give investors a generous provision to stock ownership once the company goes public. Any international participation in the U.S. space

station will be on top of the estimated \$8-billion NASA effort. NASA is dealing strictly with governments, which may choose to contract work to private companies, NASA officials noted.

Europe is talking about spending some \$2 billion, most likely for a Spacelab-type laboratory module; Japan is talking in the neighborhood of \$1-\$1.5 billion. Canada, which developed the remote manipulating arm for the shuttle, has yet to put a price tag on its. possible participation.

Another international workshop aimed at trying to resolve international participation in the station and access to its parts will probably be held shortly after NASA issues its request for proposals on the design and definition contracts, according to agency officials in Washington.





X-ray emissions of four bright supernova remnants observed with telescopes of EXSAT.

New Soviet Military Aviation On Display at Farnborough

immediate concern."

secrecy, he apparently is also concerned about performance of the American command and control system during the Grenada invasion last October. Admiral Me-Donald, who was responsible for the military end of the operation, ordered a review of the difficulties. combination of luck and pluck. In one case, when a group of American soldiers was under heavy Cubombardier assignor — taised a Air Force's lead on the F110. The

In Lebanon, where American forces have also been deployed, the downing of a U.S. Navy A-6E me-dium bomber — and the subsequent death of the pilot and tempo-rary imprisonment of the

too outdated to be improved much

a telephone, used his credit card to call Fort Bragg in North Carolina, and asked for help. The request was nest with Grumman Aerospace.

The Spaceman in the Gray Flannel Suit

(Continued From Previous Page)

research requirements than to support commercial pro-

At another conference this year, Richard Hensley, president of Aetna Diversified Technologies, a subsidiary of the insurance company, said there were no economic incentives for investment in commercial space activites beyond free shuttle rides. Other panelists at the conference warned that the risks of space ventures required substantial insurance, which is not currently available.

The skepticism of some Americans is matched by the apparent indifference of many Europeans; European in-

dustry simply has not stepped up to meet the challenge of commercializing space as have the Americans. Ian Pryke, the European Space Agency official who is assigned to Washington to keep an eye on American space developments, said that because of the international teamwork that is the basis of European space activities, it will be much harder for Europe to support a commercial venture that might benefit only one company or country.

The Japanese also are 'gging in the commercial development of space, althoug, four Japanese industrial consortiums have started preliminary planning to make commercial use of the proposed American space station, should the United States agree to such international

In the space transportation area, the administration has so far refused to turn over the shuttle program to private control (although it is still pondering whether to do so later). And in materials processing, the McDonnell Doug-

las venture with Johnson and Johnson is an exception rather than the rule. While a handful of other companies are considering investing in space-based materials processing activities, most corporations are wary about investing in space activities.

The potential value of the commercial space business is disputed by the experts. One forecast, done by Rockwell International, the prime contractor for the space shuttle, says the space manufacturing market alone may generate \$30 billion in revenues in the 1990s.

If the future prospects for space manufacturing can be gauged by the number of press releases issued by various companies, space would seem likely to become a busy place. Fairchild Industries and RCA Corp. have both announced concepts for orbiting platforms, which could be adapted to become factories for the manufacture of specialized materials for use in drugs and semi-conduc-

Max Faget, a former spacecraft designer for the National Aeronautics and Space Administration, has designed a shuttle-tended spacecraft, which he calls the Space Industrial Facility. It would have a life-support system so astronauts could work for short periods of time inside the module without the need to wear cumbersome spacestiits.

The European Space Agency also is building a space platform called European Retrieval Carrier). Although European was not developed with private financing. it could one day be turned over to a private organization. Many of the most fascinating proposals for commercial space ventures have come from star-struck visionaries.

Some of their projects — to "capture" and "mine" asteroids — sound fantastic. Others are more prosaic, but still challenging. A host of small American companies is trying to break into the satellite-launching market.

But as the work by McDonnell Douglas illustrates, it is more likely that space will be commercialized by the same companies that have gained experience in space by working under government contracts.

While the task of commercializing space seems daunting, its prospects are advanced by the high level of sponsorship. President Ronald Rengan is the first president since John F. Kennedy to take a personal interest in NASA's affairs. He has directed NASA to build a manned space station within a decade and endorsed a national commercial space policy that directs government agencies to eliminate regulatory and legal barriers that are hinder-

ing space investment. President Reagan has spread responsibility for space enterprise among three government agencies. NASA will continue to hold a leadership role, but responsibility for assisting the development of commercial satellite launching has been given to the Department of Transportation and a similar role for commercial remote sensing has been assigned to the Department of Commerce

Although, as one NASA official put it, "there's plenty for work] to go around," the agencies are not always in agreement. NASA is already fending with the Department of Transportation, which has begun advocating the cause of private satellite inunching with a vigor that has annoyed the shuttle program managers at NASA.

ban fire and it was impossible for number of questions, some of them to communicate with circling which relate to a plan to upgrade AC-130 gunship planes by stan-the aircraft. Critics say the plane is solution and will not alleviate my dard means, one of the men found Although much of it is cloaked in

relayed by satellite to a gunship and the Cuban fire was silenced

Grumman is simultaneously beginning an effort to improve its F-14 fleet air defense fighter. Among other things, the F-14 will receive new engines - a pair of General Electric F110s will replace its present Pratt & Whitney TF30s.

of several years of a competition to it does not further describe, on the supply new powerplants for the Air Lockheed TR-1 reconnaissance Force's F-15 and F-16 fighters. Is- plane, The TR-1, similar to the U-2 rael and Turkey have also chosen that was shot down over the Soviet the General Electric engine for Union in 1960, is the airborne por-Force's F-16s, meanwhile, have ra- antiaircraft radars. One command dar warning receivers - devices center is in Germany and another is

that tell the pilot he has been de- in Britain. Their locations are clastected by enemy radar - that are sified. inadequate, making them vulnera-hle to attack by radar-guided mis-U.S. Air Force's Advanced Techsiles. The Air Force has said correct nology Bomber (ATB), which will tive action must begin soon, and use new techniques to make it

U.S. Air Force chose to huy more Improved self protection is also of them than Pratt & Whitney's behind an Air Force drive to put an improved F100 engine in the first "advanced defense system," which

tion of a system to locate ground-Early models of the U.S. Air based Warsaw Pact and Soviet

about the ATB project outside a fighter of its own that it has been military helicopter program that close-knit government and industry circles, except that it is pro-

ternational's B-I B bomber, the first gines based on British technology. of which is slated to make its public and help from the U.S. on avionics 4. Production of the B-1, an earlier stress, however, that any U.S. role version of which was displayed at would be minor. the last Farnborough show, is to be followed by that of the ATB, but in Europe's new fighter program. precisely how the transition will be The plane will be strictly European made is not elear.

Lack of clarity is also characteristic of Western cooperation with China on some military programs. It is certain, however, that China that the total program will cost "stealthy"—hard for enemy radar about \$23 million. "stealthy"—hard for enemy radar to see. Almost nothing is known Soviet Union's MiG-23 fighter for while, are pressing ahead on a joint

trying to perfect since the mid-ty70s. The West could become in-antitank types and one intended & ressing well. volved in the program — the plane shoot down other helicopters. The Closer to reality is Rockwell In- called the F-8, could fly with en- three will feature a common airdebut in California on September is possible. American officials

> There will be no U.S. role at all if current plans are followed. American attempts to become involved have been rebuffed by the participants, which include Britain, France, Germany and Italy,

A generally similar family of small helicopters is to be developed under the U.S. Army's LHX program, and airframe and engine companies are lining up for an ef-fort that could produce thousands of aircraft. A new Soviet helicopter of a sim

frame and powerplant but use dif-

ferent weapons and sensors.

ilar type is also said to be under development. It apparently would complement another Russian helf-

Propfan Engine Development **Aims at Cutting Fuel Costs**

By Robert A. Searles

NEW YORK - While the passenger airliner, a number of U.S. companies tunder contracts awarded by the National Aeronautics and Space Administration) 1,700 miles. a novel propulsion system that could offer fuel savings of up to 30 percent over equivalent-technology turbofans designed for short-to-

aredium-range jetliners. The turbine-powered Propfan, while similar to traditiona lers, features eight to 10 blades, delicately curved and set close together in an overlapping pattern. The blades are wider, thinner and swept back more than those of current-generation props in an effort to increase their efficiency and

Work on the Propfan began in 1975 after NASA was directed by the U.S. Congress to seek industry help in defining technologies for creating fuel-efficient aircraft. As a result, NASA established the Aircraft Energy Efficiency Program, and the Propfan concept was one of the most promising of the six candidate technologies to emerge from that effort.

less than 150 seats and travel under passenger aircraft.)

Most of the short-to-mediumof the 1970s. Although fuel costs seem to have leveled off, the price of fuel still accounts for more than 50 percent of the direct operating costs associated with flying an airliner. Consequently, most of the short-to-medium-range airliners in service today are expected to be retired by the year 2000.

Some experts estimate that if the new 80-to-150-passenger airliners scheduled to be available by 1990 could use the Propfan instead of conventional turbofan power-plants, the estimated fuel savings could total 6 billion gallons (22.8) billion literst by the year 2000 and could be as much as 20 billion over the life of the new airplanes.

Military, commuter and private aircraft operators also could realize fuel savings because smaller ver-sions of the Propfan are expected outside NASA) has been directed to be developed for tactical military

at improving the efficiency of DC-9, 727 and 737 class attends in gional airliners and business air-particular since more than half of craft, In fact, the Propfan currently world's engines manufacturets from rival consortiums to produce new turbofan powerplants for the long-awaited, next-generation 150-passenger airliner, a number of the United States, most available turbofan powerplants for the United States, most available world by the Hamilton Standard division of United Technologies is a 9-foot-diameter, eighthat of less than 1,000 miles that the United States, most available would be required to power 150seat miles are on aircraft that have would be required to power 150-

> Hamilton Standard's Propfan is being developed under a \$21-milhaul commercial transports in ser- lion NASA contract known as the vice today were designed before the tap (Large-scale Advanced Propturiple-digit increases in fuel prices of the 1970s. Although fuel costs ricating Propfan blades and other hardwart for flight test. The blades the "spar-shell" feebnique that Hamilton Standard has utilized in manufacturing its new generation of commuter props.

Flight tests of Hamilton Standard's Propfan will be conducted hy Lockheed-Georgia, which has been awarded a \$59-million NASA contract to conduct the so-called Propfan Test Assessment (PTA). Gulfstream Aerospace is providing a Gulfstream II husiness jet I which will be modified by Lockheed to serve as a test bed), and Detroit Diesel Allison is supplying a gear-box and a large turboshaft engine (a Model 501-M78 rated at approximately 8,000 pounds-thrust]. Rohr Industries is providing nacelles.

Flight testing of the 9-foot Propfan, which is to be wing-mounted vember 1985. By late 1985 it is programs aimed at improving the

Farnborough Exhibition Reflects Worldwide Recovery

By David Almy

NEW YORK - Farmborough's 1984 exhibition convenes with a majority of the world's military suppliers in a near-boom condition and with many commercial aviation manufacturers on the verge of or well into a significant

Driving both sectors are recent and rapidly evolving electronic, acrodynamic, material and aircraft design technologies as well as strong military procurement budgets and an improving worldwide airline profit picture. Of these factors, perhaps the most significant is elec-

tronic. The changes taking place in aircraft control sys-tems, navigation and pilot-aircraft interface have been brought about by an ongoing revolution in computerized command and control electronics, the results of which are now beginning to appear in civilian sireraft and which are currently the rule rather than the exception in militarty

Airbus's new A320 commercial airliner, for instance, will employ a sidestick controller (like those used in modern fighters - no more centrol wheels popping up between the pilot's knees) linked to computers that will authorize movement of the aircraft's control surfaces. As a result, it will be the computers that will actually fly the airplane, based on the pilot's input. This "fly-by-wire" control system, adding computers to the loop of what has traditionally been direct pilot-aircraft control, has been de rigueur in many military aircraft since the mid-1970s. The

A320, however, will be its first major use in the civilian

In addition to control systems, advances in electronics are improving navigation technologies. In the very near future, many of the world's aircraft will navigate utilizing Rockwell International's new Navstar satellite system. Able to pinpoint an aircraft to within several meters on three axes on or above the planet. Navstar will allow future navigation to be so accurate that much of the existing navigation equipment will seem obsolete.

Another major trend is toward unconventional aircraft Another major trend is toward unconventional aircraft configurations built with composite — "superplastics," graphite epoxys, etc. — materials. Besides their lighter weight vis-a-vis altuminum, composites are stronger and allow aircraft designers more flexibility in designing aerodynamic contours. The Lear Fan 2100, Beech Starship I and Avtek 400 are a few of the aircraft that are being-built almost entirely of composite materials.

The unitiesty has not imposed the potential for such

The military has not ignored the potential for such materials. Now entering service with the U.S. Marines and on order with the U.K.'s Royal Air Force and Spain's air force, the McDonnell Douglas-British Acrospace AV-BB have also been rumblings that the "stealth" bomber under development in the United States will be made in large part of composites to help reduce its radar signature.
Bringing all these technologies into play in the very near
future will be Grunman, which on August 27 in Bethpage,

New York, rolled-out their experimental X-29 research

aircraft. Funded through contracts awarded by the U.S. Air Force, the National Aeronautics and Space Administration and the Defense Advanced Research Projects Agency, the X-29 will incorporate many of the advanced technologies that may constitute much of the fighter aircraft of the future.

The X-29 utilizes a reversed main wing that sweeps forward and small canards in the forward part of the fuselage that angle backward. Three on-board digital computers will augment the pilot's control inputs with thousands of its own every minute, enabling the aircraft to fly. The new aircraft will be lighter than current-generation fighters through the use of composites, and Grumman hopes that its unusual configuration will enable the X-29 to be more maneuverable at high speeds critical to acrial combat. Grumman expects to fly the X-29 at Edwards Air Force base in California fate this year.

The European consortium Airbus officially launched the Airbus A320 in an effort to capture the 150-seat, single-aisle market currently served by Boeing's 737 and 727 and McDonnell Douglas's DC-9 and MD-80s.

Boeing had previously indicated that if Airbus proceeded with the A320, it too would enter the 150-seater airliner market with an all-new design, but has yet to announce its cutrant. In fact, Boeing does not believe that a substantial market for the A320 exists and cites as proof what the

(Continued on Page 12)

in a tractor configuration, is designed to yield structural and acoustic data on the design, but much work must be done before airborne testing gets under way in slated to be shipped to Modane, late 1986 or 1987. According to the France for wind tunnel testing at current timetable, component testing is scheduled to begin in Febru-ary 1985, followed by whirt testing of the nine-foot model at Wright-

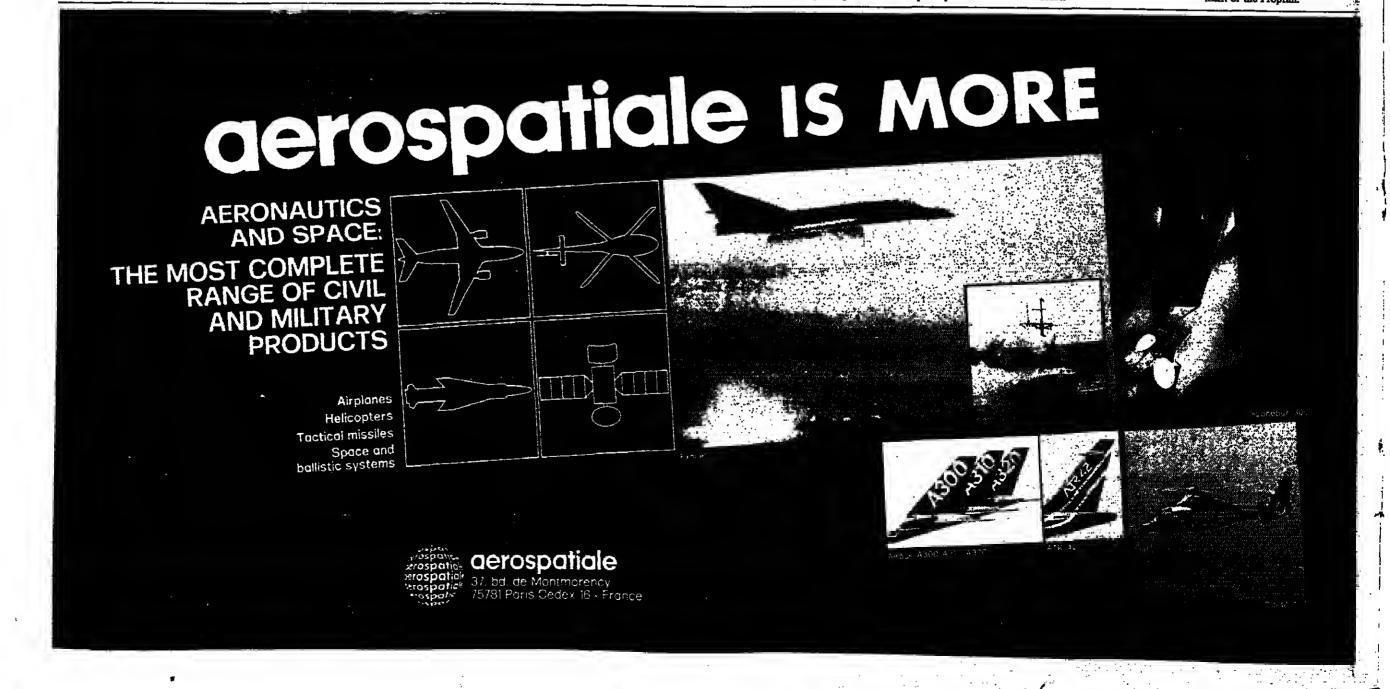
expected that the Propfan will be efficiency of short-range commerdelivered to Lockheed, which will begin preparing the unit for flight tests. In early 1986 a Propfan is slated to be shipped to Modane,

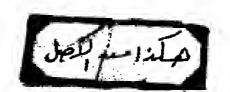
speeds up to Mach O.8.
While Hamilton Standard's ary 1985, followed by whird testing ary 1985, followed by whird testing of the nine-foot model at Wrightof the nine-foot model at Wrighting center stage, virtually every mand the company hopes to fly a 12jor engine and airframe manufacton, Ohio, between August and Noturer is conducting in-house
turer is conducting in-house
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turer is programs aimed at improving the turbofan powerplant in 1987.

cial transports. And some manufacturers, unhappy with the pace at which the U.S. government is funding advanced powerplant research, are using their own money to test new propulsion technologies. For example, General Electric is experi-menting with an "unducted fan," and the company hopes to fly a 12-

In addition, both Pratt & Whitney and Allison are reportedly working on advanced gearbox techeight to 10 percent over single rota-tion models, advanced counter-ro-

fan technology to the aircraft in dustry by the late 1980s for poss nology, which might be used in ble commercial application in the some sort of advanced turboprop early to mid-1990s. Budget conpropulsion system. And because straints have hampered those ex-counter-rotating propellers offer forts, but the vast potential market the potential for efficiency gains of for the Propfan, the specter of rising fuel prices and the United States' desire to remain a technotating prop designs are expected to logical leader and major produce med closely in the years to of aircraft may spur the develop ment of the Propfan.





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In November of 1983, the Shuttle carried aloft Spacelab, built by the European Space Agency (ESA). Spacelab is scheduled for its next trip aboard the Shuttle later this year. On another mission, NASA's Shuttle crew deployed and retrieved the West German SPAS satellite for the conduct of scientific experiments in space.

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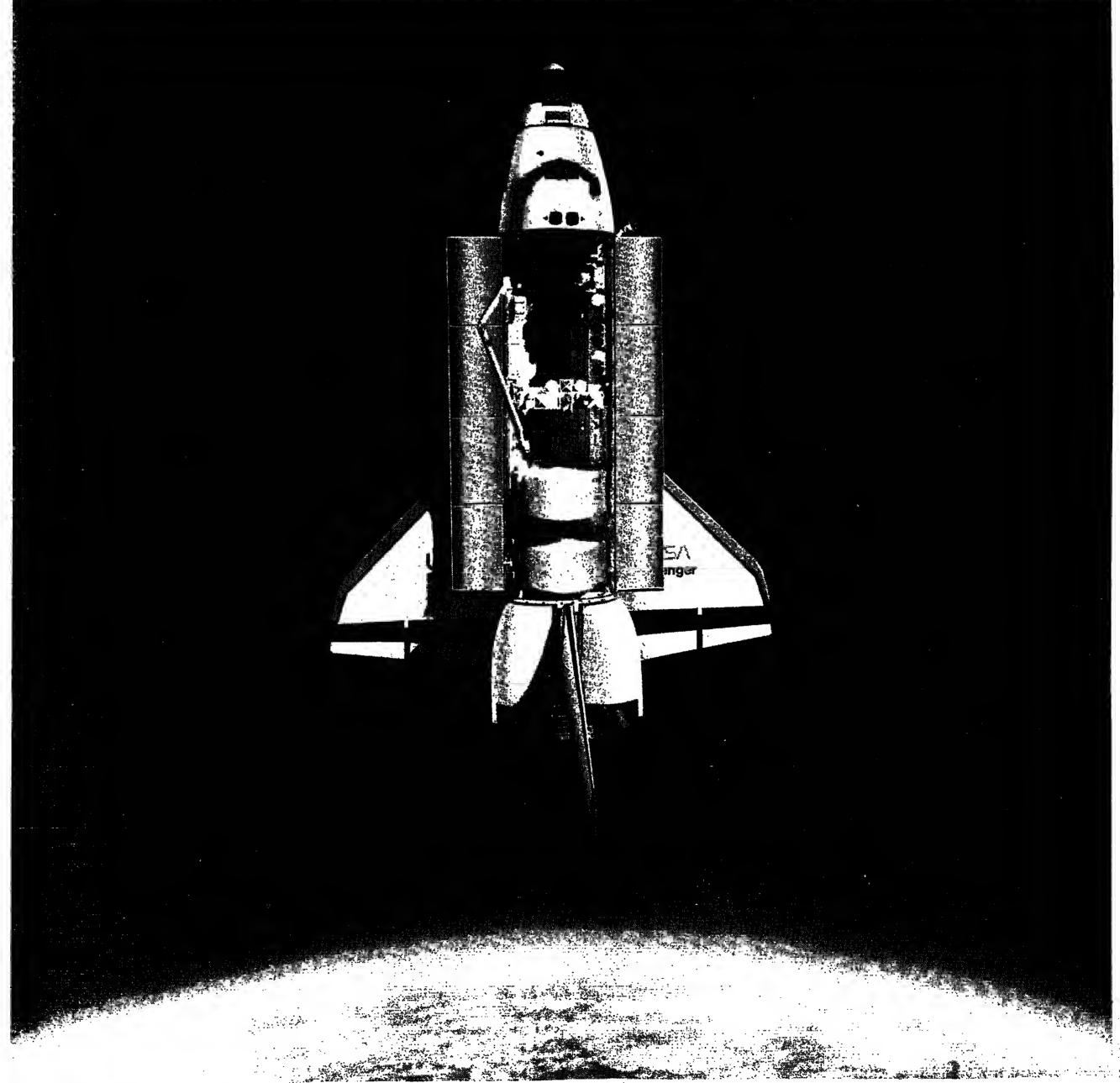


Photo of the Rockwell International built Space Shuttle in orbit, taken from the West German SPAS satellite.

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Technological Revolution in Cockpits

By Paul Kinnucan

BOSTON - A revolution is taking place in the aircraft cockpit. For decades, pilots have been assisted by simple electromechanical and electronic cockpit systems (avionics) based on analog circuitry. Now, these systems are being replaced by a new generation of sys-tems based on digital integrated

Such systems differ from conventional avionics in several significant ways. First, they represent information as binary numbers instead of by voltages proportional to a signal value. Secondly, they dis-play the information on cathode ray tubes (CRTs) instead of elec-tromechanical gauges. Indeed, the CRT has come to symbolize the ultimate in cockpit automation, and its prevalence in the latest aircraft has given rise to the term "glass cockpit." Thirdly, digital systems are interconnected by information highways called buses instead of by point-to-point wiring systems, thus facilitating sharing of nformation among the systems.

Digital cockpit systems have many advantages. Because they use powerful digital processors and can share information, they can auto-mate tasks that are difficult or impossible with analog systems. Also, because they use microprocessors because they use microprocessors and other integrated circuits they are more compact and reliable than analog systems, and they consume less power. Digital systems are easier to upgrade than the old analog systems. New features can be added to an aircraft's existing systems simply by reprogramming their computers, and new subsystems can be added by plugging them into the aircraft's data bus.

Because of their advantages, digital systems are rapidly replacing analog systems in aircraft. First in-

late 1970s, they are now becoming commonplace on civilian aircraft as well. For example, the latest generation of airliners represented by the Boeing 767 and the Airbus 310 incorporate all-digital avionics sys-tems. Many airlines are retrofitting older aircraft with digital systems. Digital avionics are also being offered as standard features on the latest corporate and general-avia-

The Boeing 767 widebody transport introduced into service two years ago illustrates the highpoint in digital avionics. The 767's digital avionics include an electronic flight instrument system (EFIS), an electronic indicator and crew alerting system (EICAS), an autopilot, an autothrottle and an all-electronic inertial navigation system (INS) based on laser gyros.

These systems display information on six-color CRT screens lo-cated on the aircraft console. Keypads and lighted pushbuttoo switches are used to enter information into the avionics systems. Typically, indicator lights are dis-played only when an accom is required. The cockpit is dark except when all settings are correct.

Developed by the Collins divi-sion of Rockwell International Corp., the Boeing 767's EFIS re-places a myriad of electromechani-cal instruments used on conventional aircraft. It collects flight, navigation and weather informa-tion from aircraft sensors and displays it on two CRT screens located on the pilot's console. (The system also displays the same information on a pair of CRTs located on the co-pilot's console.) Typically, the outboard of the two displays shows flight information of the two displays consolers are and an elements or consistent and and all the constant of the two displays shows flight information.

The CRT displays generated by the EFIS mimic many of the electromechanical gauges and dials used on previous aircraft while adding information. For example, the system's electronic flight instrument displays graphically repro-duce the artificial horizon of the electromechanical attitude director indicator (ADI) and the compass rose found on the horizontal situation indicator (HSI) used on earlier (aircraft orientation, speed and altitude) while the inboard display shows oavigation information (air-rose but can also superimpose the troduced on military aircraft in the craft location and bearing, project- aircraft's intended route, a weather

ed flight path, bearing of radio bea-

radar display, or a topographical map synchronized to move with the

The Boeing 757's EICAS, also developed by Collins, is essentially an electronic flight engineer. As cootinuously monitors the status of aircraft systems, notifying the pilts, of exceptional conditions by displaying messages and gauges on two CRT screens located in the center console between the pilote: The system antomatically selects information to be displayed. Only information essential for a particular lar stage of a flight is shown.

The 767's flight management

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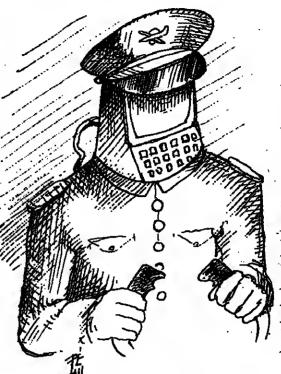
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Metals Respond to Plastics Challenge

By George C. Larson

NEW YORK - Fiber-reinforced composites created considerable excitement within the aerospace industry because of the advantageous properties these rev-olutionary oew materials offer. Since their introduction, the use of composites, while continuing to grow at a very rapid rate, has be-come more focused as their role in aerospace structures has become better understood.

Meanwhile, the metals industry, at least partly in response to the invasion of the fiber-reinforced plastics into its traditional domain. has responded with some exciting

Fiber-reinforced composites plastic that hardens to form a fin-ished component. The combination of the two is stronger than each individual material taken alone. The fiber component is made avail-

with low density and are resistant to corrosion and fatigue. They ap-peal to the designer who oceds to "tailor" a structural component to unusual load pathways. Compos-ites also resist failure due to isolated ballistic damage because of their innate redundant load pathways.

But composites cost more than traditional aluminum alloy for the ouire a substantial investment in fabrication processing equipment airframe weight and correspond-

Composites are, therefore, growing fastest in military applications. Where performance comes first. composites win out. Weight reductioo and battle-damage resistance ensure these materials a place on fighters and attack aircraft. Per-haps, their most dramatic gains have been made in the combat heliextensive composite primary (load-

consist of high-tensile-strength fi-ber materials impregnated with a plastic that hardens to form a fin-plastic that hardens to form a fin-(LHX) vehicle will almost surely rely heavily on the same technol-ogy. In the latter program, as much as 450 kilograms (990 pounds) in The fiber component is made available in many forms, including unidirectional tape, which can be wound around a form, or as a woven cloth.

Structure weight may be saven. Ose of advanced composites in the future tilt-rotor JVX would increase that aircraf's payload. (Acquiring composite know-how has already paid off in other ways for Sikorsky, paid off in other ways for Sikorsky, which has been marketing its fabrication capacity to other airframe manufacturers.) Military services expect durable composites to yield helicopters with lower life-cycle

Advanced fighter concept de-

such as large autoclaves and computer-controlled winding machines that provide the quality assurance necessary in aerospace products. model incorporating forwardswept wings would apply composites in new ways to tailor the way the wing responds to bending loads. Prior to the introduction of advanced composites, a forward swept-wing form was considered impractical

McDonnell Douglas recently recopter, where the payoffs are even greater. It now appears that militimes for its AV-8B (improved tary helicopters will be the first production aerospace vehicles with due to introduction of composite structures. The firm will almost triadvances of its own, and within the learning) structure.

The U.S. Army's Advanced something of a comeback.

Description of carbon fiber materials within the next three to four years. With \$70 mil-Composite Aircraft Program three to four years. With \$70 mil-(ACAP) is currently taking shape lion already invested in the technology, McDonnell Douglas may invest another \$30 million during that period. While forecasts for the overall

composite content of military aircraft see a threefold to fourfold increase over the current range of 10 to 20 percent content, the rate of increase will be more moderate. The all-composite Lear Fan experienced some setbacks that may be causing other manufacturers to pause. Former employees of Lear Fan say that had the airplane been built of metal, it would actually be acrospace manufacturers, with relighter than it has turned out to be. sults expected in early 1985. The And Beech Aircraft, which had an-nounced an ambitious delivery schedule for its composite-and-titanium Starship business airplane, recently announced delays. Still,

the difficulties encountered in smaller commercial programs, Boeing's 757 and 767 aircraft — the newest generation — make use of composites selectively, and that use none at all in primary structure. For those two models, Boeing offe cials say they expect "not much change over the near term; the air-planes are in production, which makes any changes unlikely." Ao cording to Boeing experts, transport aircraft are built to criteria of cost-effectiveness rather than ill military criteria of perfomance above all. The higher cost associated with composite materials, therefore, acts to counter any rapid

What has caught the airline, makers eye is a promising new allithium. Lithium is the lightest met al element known. Introduced in the early 1960s, the alloy had early problems providing sufficient "toughness" for aerospace applications, but Alcoa, which is current developing the first two of a family of four aluminum-lithium alloys that form a family known as Alithalite, said those problems have

largely been resolved. The first samples of the new material were being readied for evaluation by both military and civil pected to offer equivalent streng with 7 to 9 percent lower density and with an added bonus: insigns are hastening the invasion of composites into the ranks of fighter and attack aircraft. Newest versions of the Harrier "jump jet" use composites in their wings to reduce the starship as "oo track."

Builders of large transport aircraft profess no surprise at some of the composites in their wings to reduce the starship as "oo track."

Builders of large transport aircraft profess no surprise at some of the composites greatest selling points. Alvest versions of the Harrier "jump jet" use composites in their wings to reduce the starship as "oo track."

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Builders of large transport aircraft profess no surprise at some of the composites greatest selling points. Alvest versions of the Harrier "jump jet" use composites in their wings to reduce the starship as "oo track."

Farnborough Exhibition Reflects Recovery

(Continued From Page 10)

company believes to be the A320's thin and largely hometown order book (of the 51 A320s currently on order, more than two-thirds are to French carriers).

French carriers).

For its part, Boeing will be flying its newest airplane — the 737-300 — at Famborough. With a passenger load of 128, the 737-300 is a stretched version of the 737-200, which otilizes GE-SNECMA CFM56-3 engines and is due to enter service in the United States in Newerther with LLS. Air November with U.S. Air.

Boeing expects an "improving" sales picture for 1984, with sales of about \$10 billion projected. In late August, the company announced the sale of 10 747-300s (the stretched upper-deck version of the 747) to Saudia Airlines. Powered by Rolls-Royce RB211 engines, the contract for the 10 jumbo jets will account for \$1 billion on Boeing's

sales ledgers. Saudia had previously ordered 11 Airbus A300-600s in late 1982, of which they have taken delivery of eight so far. Airbus is also experiencing an improving sales situa-tion having, delivered well over 260 airliners by mid-year and holding a backlog of nearly 140 additional orders. Although 1983 was a decidedly rough year for Airbus (only six aircraft were sold), the company is unsuprisingly bullish on the future of the commercial-airliner business, believing that a market exists for 3,400 150-seat, single-aisle air-craft alone over the next two de-

Airbus's first two airliners, the A300 and A310, have met with significant success. With nearly 250 io

tor for Boeing's 767. In addition, over 100 A310s have been ordered, about a third of which have been delivered. Airbus hopes to exhibit the U.S. Air Force will be rolled out of the world's navies, while a derive both the A300-600 and A310 at

Led by a burgeoning U.S. mili-tary budget, many of the world's major military contractors are run-

ning at near capacity.

This year's Farnborough exhibition will be the site of Northrop's second public F-20 Tigershark flight demonstratioo. The advanced version of an aircraft derived from the F-5, the F-20 is one nf America's export fighters. Through 1984, the company expects to have spent more than \$575 million in research and development on the F-20, but, as yet, no sales have resulted from that in-

Despite a recalcitrant market for its F-20, Northrop's overall business is up substantially. The company is the primary subcontractor on the F/A-18 fighter-attack air-craft for the U.S. and Canadian military. In addition, Northrop is a major supplier of military electronics, unmanned drones and airborne targets and will be displaying these wares during the show.

Grumman Aerospace of Bethpage. New York, is a prime bene-factor of the increasing U.S. mili-tary budget. Because of a recent \$1.14-billion contract for redevelolotruder aircraft, Grumman now believes that the production lines for those two aircraft will continue

to operate into the next decade. Rockwell International is riding

on September 4, with production of 100 of the strategic aircraft scheduled. The following day, the space shuttle Discovery was scheduled to complete its first flight with a landfourth and final shuttle - Atlantis - is still under construction.

McDonnell Douglas is also having a good year. The company re-ports a \$14-billion sales backlog up substantially from last year. The St. Louis based contractor is building four major combat aircraft, the F-15 Eagle, F/A-18 Hornet, the AV-8B Harrier II VTOL aircraft and the AH-64 Apache helicopter manufactured by McDoooell Douglas's recently acquired Hughes Aircraft division

McDonnell Douglas' DC-10 is still in production to fill orders from the U.S. Air Force and Federal Express. The company claims that the MD-80 series — derivatives of the the original DC-9 of the mid-1960s that currently seat from between 135 to 170 and are existing competition for the new Airbus A320 -- boasts over 125 firm orders as of mid-year with 145 conditonal orders and options. McDonment of the F-14 Tomost and AGE nell Douglas will have a military version of the Hughes 530MD heli-

copter on display at Famborough. Lockheed is running at high capacity having begun work on 50 C-5B Galaxies that have been ordered by the U.S. Air Force. The C-130 Hercules production continues, Airbus's first two arriners, the A300 and A310, have met with significant success. With nearly 250 to service throughout the world, the current A300-600 (which typically leaves at 250) is the primary competition of the B-1 occurred August 29 when a prototype prop that began production three

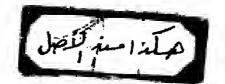
ing at Edwards Air Furce base in for British Aerospace, that complete California — within sonic boom ny hopes to display at least one of cange of the B-IB's rollout. The every aircraft currently in product of the B-IB's rollout. tion, including the new 125-803 and Jetstream 31 executive aircraft the 146 four-engine commuter and the new Super 748 commuter. If addition, BAe will exhibit the Har rier fighter, Hawk trainer and Nine rod early warning and reconna

> The international trade war for dominance within the 30-to-50 passenger commuter market continues to intensify. Saab-Fairchild, a U.S.-Swedish joint venture, is the first to place a next-generation commuter airliner in service. First with Crosser of Switzerland in June and Isla last month with Comair of the United States, the SF-340 is also the first aircraft to be certified jointly under Europe's new Joint Airworthiness Regulations (JARS)! Hot on the SF-340's heels, the

> Aerospatiale-Aeritalia ATR-42 made a successful first flight fil France on August 16. A French Italian joint venture, the ATR-424s powered by Canadian parboprop engines. Aerospanale will also have several of the company's turboprop aircraft on static display, including the Trinidad TB20, Tobago TB16;

Robin R3120 and others. DeHavilland will ferry all four w its aircraft to Farnborough, 32 CASA of Spain is expected to present its CASA/Nurtanio CN235 commuter transport

(Continued on Next Page)



on in Cockpits

st hallenge

Ultralight Recreational Flying **Now Faces Stricter Regulation**

By Thomas A. Home

FREDERICK, Maryland -- Ultralight aviation, once heavily advertised as the most promising form of low-cost recreational fly ing, has recently come up against some hard realities. Regulatory agencies in several nations are rethinking their policies toward ultralights, and in many cases have decided in favor of stricter con-

In the United States, for example, the Federal Aviation Administration this month was to convene a series of hearings designed to find out if its current, minimal policy toward ultralights is adequate to assure the public's safety. The Swiss government has banned ultralight flying, declaring their noise a threat to the environment. Austria would like to do the same. West German ultralight pilots will have to face new noise regulations in 1985. These will limit ultralights to 55 decibels, measured as the air-craft flies 500 feet overhead at full

Other governments are less re-strictive. Britain delegates ultra-light (microlight, in British par-lance) pilnt and aircraft certification responsibilities to the British Microlight Aircraft Associ-ation. Canada has incorporated ul-tralight rules and standards into regulations covering the rest of regulations covering the rest of general aviation.

that ultralight manufacturing be-gan in earnest. In the early days the sport attracted thousands with the promise of personal flying menfried training or complicated flight rules. By 1983, estimates put total ultralight sales at approximately 20,000 aircraft.

Ultralights are distinguished by controlled by the pilot's body movements, or two-axis-control designs with elevators and rudders only. Some designs mixed weight-shift and two-axis control systems.

Early ultralight engines left a lot to be desired. Unreliable and inefficient, they were intended for use as earth-tampers and lawo mowers.

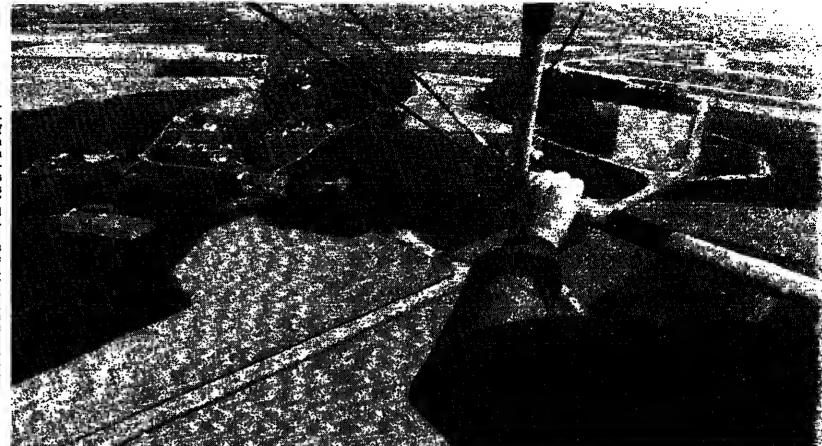
The most mightmanish of the early designs were those that used chain-couraging developments may be a case of too little, too late. The ASF saw engines bolted to a hand glid-er's down tubes. These came with primitive shields to keep the pilot's head and hands from the propeller

Today's ultralights are quite an improvement, although critics have held on to their prejudice. Instead Ultralight sales have tumbled drastically. Eipper Aircraft of Temecula, California, the world's largest manufacturer of ultralights,

sold some 250 aircraft a month in cases, flaps) and a high-quality en-1981. This year, the company reports an average of 30. Other man-traft's Falcon, have airframes of ufacturers said they are in the same high-strength Kevlar and carbon fiber and come equipped with built-in ballistically deployed para-This scenario would never have built-in ballistically deployed parabeen predicted in 1979, the year chutes. The most popular engines are those manufactured by Japan's Kawasaki, the United States Cuyuna Engine Company and Bombardier-Rotax of Gunskirchen, Austria

Pilot education and airframe quality has improved, too. The United States' Aircraft Owners and Pilots Association's Air Safety Foundation (ASF) has an FAA -approved ultralight instructor and their diversity. Early (pre-1982) approved ultralight instructor and models are the crudest. These are likely to be weight-shift machines, well as accident data and a means well as accident data and a means. for registering ultralight aircraft. America's Powered Ultralight Manufacturers Association (PUMA) has an FAA-approved program to certify ultralight air-frames. All of this is a far cry from the late 1970s, when exuberance

> and PUMA programs are volun-tary, and participation is low. Many pilots are still self-taught. Manufacturers would rather compete than subscribe to common goals. Some stretch the law by building aircraft that are too fast or



A hand-held view of fields outside Paris from an ultralight plane.

ing up. The cost of an ultralight can now reach \$8,000. Training insur-light accidents has not helped, ei-ance, storage and repair costs add ther. Those nonstandard controls up quickly. The cost of operating and cantankerous engines have an ultralight can rival that of a contributed to numerous accidents, simple light plane such as the Piper most of them occurring in the first simple light plane such as the Piper most of them occurring in the first Cub. Access to suitable flying sites few hours of the ultralight pilot's is frequently denied ultralights. flying career. The cumulative effect has been to drive people away from ultralight

The publicity surrounding ultra-

of them fatal) since February, 1983. time, Half of their reported acci-Most of them involved in-flight dents listed training as the purpose way for a new type of lnw-cost twoloss of control or structural failure, of the flight.

has found a place in the larger view that safety in ultralight training has a long way to go. One scheme. In spite of their sometimes The American National Transfourth of their 357 accident reports renegade behavior, ultralight pilots portation Safety Board has investing involved pilots with no more than renegade behavior, ultralight pilots

Ultralights have also paved the seater - a notch or two above While not fulfilling the hopes it inspired in 1979, ultralight aviation ultralights, but less complicated than current two-seat trainers. Avions Pierre Robin's Robin ATL (Avion Très Lèger) and Grob's G112 -scheduled for sale next year - are good examples of this

Advances Alter Pilots' Roles

(Continued From Previous Page) system, developed by Sperry Flight

ystems, serves as an electronic copilot, Based on a flight plan entered by the human pilot, it can fly the plane from take-off to cruise altitude, navigate the aircraft from waypoint to waypoint to intercept with the destination airport's instrument landing system beams, to touchdown and roll-out. In a flight planning mode the EFIS and the FMS work together, displaying the pilot's planned route and storm centers on the electronic HSL

The new level of antomation made possible by digital avionics pays off in lower operating costs. The Boeing 767 is designed to be operated by two pilots and, according to the contract of ing to pilot reports, could easily be operated by a single pilnt.

The 76T's FMA can ch most fuel-efficient climb and descent rates for the aircraft's weight and ambient conditions, and it takes into account trade-offs between fuel savings and crew costs. Tests conducted by airlines of the flight management systems incor-porated into the 767 and other commercial transports have demonstrated fuel savings as high as 4 percent, compared to the performance of human pilots.

The automated systems of the 767 also reduce maintenance costs. For example, autothrottles are designed so as not to exceed operating temperature and pressure limits of the engine. Excesses tend to shorten the life of engine components, requiring more maintenance. The automatic systems gather and store more information about the aircraft's engines and hydraulie systems than can a human pilot. With this data, maintenance crews can pinpoint and replace worn components, rather than having to dn a complete overhaul. Airlines are revising their maintenance procedures to take advantage of the sophisticated self-diagnostic capabilities of the latest generation of commercial transport aircraft.

Improvements to digital avionics systems are in the works. One improvement will be to use CRTs with bigger display screens. Display screens are fairly small typically 5 by 6 inches — in current aircraft. New models will have larger er screens. For example, the Gulfstream IV business jet being developed by Gulfstream Aerospace Corp. will have 8x8 inch screens. This will allow more information to be displayed on a screen or allow symbols and graphics to be larger, increasing legibility. By the next decade, abservers expect aircraft to incorporate 13-inch displays. Designers of military cockpits envision multiple displays being re-placed by a single wide-screen as Sperry, Collings and Bendix, are the Northern Hemisphere.

display that would be used as an electronic canvas by all the aircraft's computers.

Aircraft manufacturers and avionics companies are searching for alternatives to the CRT, which can be difficult to read in bright light, and is bulky, heavy, expensive and consumes large amounts of power. Flat-Panel display technologies appear most promising. Unfortunately, all of the current Flat-Panel display technologies have drawbacks that make them unsuitable for aircraft use. But improvements are expected to overcome the limitations so that by the next decade they they could begin to replace

CRTs in aircraft. displayed on a CRT screen is projected to a transparent panel in front of the aircraft windshield, allowing the pilot to monitor critical information without having to stare down into the cockpit. Headup displays have been used on military tactical aircraft since the early 1960s. Now, there is talk of incorporating them on other types of military aircraft and even on civilian transports, although there is considerable controversy whether they are needed on the latter.

Head-up displays for military aircraft are being steadily improved. The use of holographic projection systems is allowing the use of larger displays and increasing their brightness, thereby en-abling more information to be displayed and also allowing images from, radar, optical and infrared sensors to be displayed.

Besides looking at ways to im-prove visual feedback to pilots, sys-tems manufacturers are looking at new ways to provide aural feed-back — notably synthetic speech.

Improved means for enabling the pilot to convey information to the on-board systems are also being explored. The keyboard is currentthe on-board systems are also being explored. The keyboard is currently the only means of communicating with the aircraft's computer, which requires time and that the pilot stare down at screens, Innovations that will ease entry of information are touch-sensitive transparent panels that fit over the developed for civilian aircraft. display screen, enabling the pilot to select memi options displayed on the screen simply by pointing. Also, cockpits are beginning to incorporate tape decks that enable pilos to enter prerecorded data, such as standard flight plans.

Digital speech recognition systems are being explored as another way to enter information. The U.S. Air Force, Army, NASA and aviall exploring the use of speech recognition systems in the cockpit. By the next decade, cockpit systems should be able to recognize simple

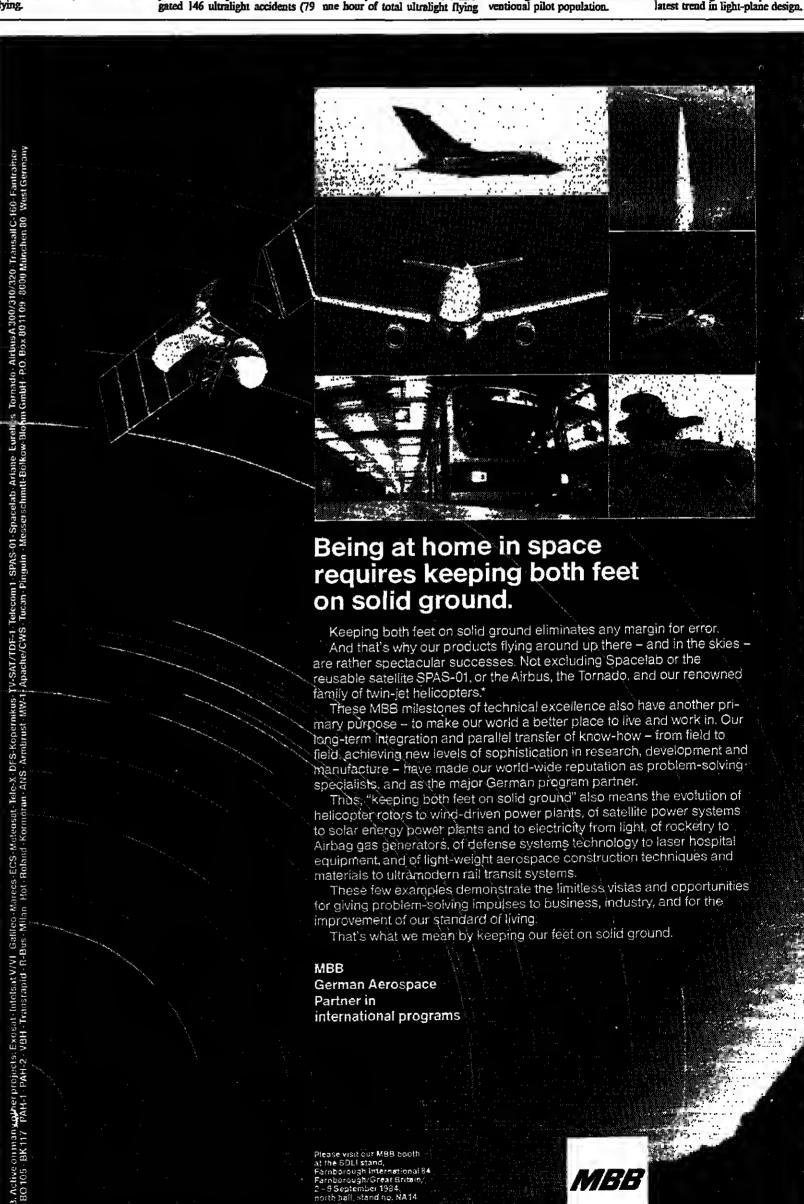
The problem with current speech recognition systems is that they recognize a command only about 80 percent of the time in the noisy environment of an aircraft cockpit and they have difficulty dealing with connected speech. In addition, they have to be trained to recognize individual speakers.

Future digital systems will also generate more sophisticated com-puter graphics to help the pilot vi-sualize his or her situation at night or in the clouds. For example, Head-up displays are being considered for use in civilian aircraft. With these systems, information three-dimensional "high in the sky" displays are being developed for commercial transports. Intended displays, the aircraft's intended path is shown as a moving ribbon in three-dimensional space. It is similar to the moving road display on video arcade games.

> Digital moving topographic map displays are another potential addition. Currently, moving map dis-plays are based on microfilm strips that are projected onto a horizontal situation display. Future moving map displays would be based on digitized maps stored on magnetic or optical disks. The military sees great use for such maps. They could be readily updated in flight, enabling the pilot to mark the locations of enemy forces and defenses.

Topographic maps could be used to create three-dimensional syn-thetic images of the terrain over which an aircraft must fly, showing the actual appearance of the terrain as viewed from the plane's altitude and under various lighting conditions. The three-dimensional maps would show the lethal envelopes of surface-to-air missiles and antiaircraft guns, enabling the pilot to steer a course that avoids them. The U.S. Air Force plans to test such a map on an advanced version of its

Advanced navigational equip-ment is likely to appear on both civilian and military aircraft in the coming decade. For example, new navigational systems based on the glubal position satellite system (GPS) will enable accurate position fixes to be made anywhere on the globe. In contrast, the current radio navigation systems used on aircraft use ground-based radio beacons that are concentrated primarily in



The Signs of World Recovery at Exhibition

(Continued From Previous Page)

Farnborough as well. The GEpowered CN235 joins the CASA 212 in the worldwide commuter агепа.

Embraer of Brazil will exhibit its new Brasilia commuter airliner along with the Bandeirante commuter and the Tucano military trainer.

versions of its 330 and 360 com-Sherpa — a military cargo version of the 330 of which 18 have been ordered by the U.S. Air Force Eu-

Among the traditional "busiacss" aviation manufacturers, business has not yet returned to past (and profitable) levels. While waiting for business to return to normalcy, several of the manufacturers have turned to new product devel-

company activity.

Gates Learjet will exhibit a heavily modified version of its 35A that will serve as a target-towing aircraft with wing stores capability. Gates is supplying 80 35As to the USAF for transport duty.

Jointly with Gates, Rinaldo Piaggio Spa of Italy is designing the Gates-Piaggio twin-pusher turbo-Short Brothers of Ireland will fly prop. First announced in October 1983, the novel aircraft will incormuter aircraft and may exhibit the porate a "three-lifting-surface" wing concept that the companies claim will make it one of the most efficient and fastest aircraft in its class. Piaggio was to exhibit a new new designs to be originated and honed in days instead of cabin design at Farnborough developed for the aircraft by Gates. Beechcraft is heavily involved in

opment, or the military, to spur ly bought by Lear Siegler, will be ferrying its latest turnoprop — the Cheyenne 400 LS — to Farnborough and will attempt to break the New York to London speed record along the way. A similar attempt will be made with Piper's Chevenne

Although the world's aviation evolution seems to be accelerating. the pace is about to increase still more. Computers are now being developed to completely gauge and modify an aircraft's aerodynamic and structural efficiency along three dimensions. This innovation months, and finished aircraft will be completed in months instead of years. All that is certain is that much is yet to come, and that the development with a radically new composite aircraft of the carnard face of aviation is bound to change configuration - the Starship 1. substantially in the very near fu-Piper Aircraft, which was recent- rure.

Spanish Aerospace Industry Still Awaits Major International Sales Breakthrough

By Tom Burns

MADRID — For Construcciones Aeronauti-cas S.A., known as CASA, the Spanish majority state-owned aerospace company, it has been a question of every silver lining having a dark cloud. The silver lining has been increased participation in international aerospace projects; the cloud has been the failure to achieve an international sales breakthrough where it matters most — in the United States.

Participation has come in the form of joyolvement in the project to develop the European Fighter Aircraft (EFA), to an increased stake in the European Airbus and in the prospect of working together with the helicopter giant Si-

The international sales failure was the result of the Sherpa, to preference to CASA. High hopes had been held at CASA that the company's highly successful short take-off and landing (STOL) transport plane, the Aviocar C-212. would be chosen by the U.S. Air Force for its

The EDSA program, which concerns the purchase of 18 planes to distribute spare parts and engines in Europe, was perceived as tailor-made here the linchpin is participation. An upgraded for the Aviocar, a sturdy and adaptoble STOL version of the Aviocar C-212, known as the CNfor the Aviocar, a sturdy and adaptoble STOL aircraft that has earned itself the nickname of the "jeep with wings." A U.S. defense contract for the C-212 would have been a crucial sales breakthrough.

The 18 aircraft required by the EDSA program would have accounted for 10 percent of the Aviocar C-212's production for the next five years. More importantly the contract would have meant that, as one CASA official put it, with the Aviocar sporting a USAF logo our salesmen need only to pick up the phone to get more orders.

More than 350 Aviocars are currently operational worldwide, and the "jeep with wings" of the U.S. decision to February to award a key fulfills a variety of functions that range from defense contract for light transport aircraft to Short Brothers of the United Kingdom, builders carrying out military missions. But CASA's regular clients in Latin America have felt the recession deeply in the last year and orders have what Aerospace industry analysts see as a mardipped. "A sales operation that took three to six months to complete at the beginning of the decade now takes one to two years." CASA's market of 1,800 units for civilian use and a dipped. "A sales operation that took three to six chairman, Fernando de Caralt, said at the com-

Despite the setback, CASA is forging ahead with production of a new STOL aircraft, and here the linchpin is participation. An upgraded version of the Aviocar C-212, known as the CN-235, will be officially presented this year at the Farnborough show. It is the result of a 50-50 joint venture between Casa and the Indonesian aerospace company P.T. Nurtanio.

The CN-235 is sleeker, bigger and faster than the Aviocar. It is designed to carry a maximum of 40 passengers, compared with the C-212's 28, and is propelled by the more powerful GE CT7-7 engine, against the Aviocar's Garret TPE-331. Casa officials stress that more than an improved C-212 it is an entirely new plane. But the STOL principles of maximum toughness and versatili-ty apply in both cases, and the CN-235 owes much to the marketing, design and mission knowledge acquired to the development of its

With the CN-235, CASA is betting heavily on further 600 for military use. De Havilland Canada's Dash Seven and Saab-Fairchild's SF-340

quence, the experience has deeply impressed the advantages of participation on CASA officials. Participation and joint ventures are something industry's key necessity of advanced technolog a guiding philosophy at the Spanish aerospace company, and it is no accident that West of the Madrid government last year to buy 72 F-Germany's Messerschmitt-Bölkow-Blohm 18a Hornet combat planes huilt by McDonnell that Northrop holds 13 percent (the Spanish of technology. In the event, less has been forthstate holding company Instituto Nacional de coming than CASA executives had been led to

The toterest in participation has been under-lined by CASA's decision to increase its share in relationships with the United States, caused by avionics. the A-320 version of the European Airbus from the limited F-18a transfers as much as by the 4.2 percent to 5.2 percent. It is, moreover, an disappointment over the EDSA contract, has increased share that notably improves the advanced technology contribution by CASA to the June between CASA and United Technologies'

Aircraft (EFA) project with France, Britain, company.

West Germany and Italy to produce a new generation combat plane in the 1990s. CASA's ited amount of parts of MBB's BO 105 helicopparticipation in the EFA project is likely to be ter. The memorandum with Sikorsky is on simi-

(MBB) has an 11-percent stake to CASA and Douglas would prompt a considerable transfer Industria, INI, holds 72 percent of CASA's expect and the EFA project is seen as compening for the shortfall.

A second compensator for somewhat strained Sikorsky Aircraft. The memorandum establish-In line with the Airbus participation, Spain es a long-term industrial cooperation between and CASA are involved in the European Fighter CASA and the U.S. helicopter manufacturing

the S-70/h-60 series. Other provisions of the The EFA plans meet the Spanish aerospace memorandum concern development of further areas of cooperation in product support, research and development and other commercial helicopter programs.

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A final project of considerable importance for CASA concerns one of its wholly home-produced products, the C101, which is an advanced jet trainer that is sold almost exclusively to the Spanish air force. In December last year a new prototype, the C101-5, made a successful maiden flight. The aircraft has greater power and

CASA is now searching for partners to take. the C101 series a major step further by developing and producing a tactical combat plane that would complement the EFA program. Through the EFA project CASA will be able to tap technology, and the Spanish aerospace compa ny is now seeking interested participators in Latin America and/or the Far East for the promotion of the C101 project. A certain client for a new tactical combat plane would be the

Brazil Sets Its Sights on Military Market

By Richard House

SAO PAULO --- When the rapally expanding aerospace industry of Brazil is described as a newcomer to the field. Brazilians insist that in 1906 one of their number. Santos Dumont, was the first man ever to fly and that aircraft have been designed and built in Brazil uninter-

ruptedly since 1910, Nevertheless, the great impetus has come in the last decade under supervision of the military-backed government, and sales of more than 3,000 Brazilian civilian and militury planes have made Empresa Brasileira de Aeronautica (Embraer), the national aircraft corporation, an important presence on world markets, awakening the more aggressive instincts of its competitors, In space, Brazil is developing its own launch vehicle and small satellites to complement the Canadian-huilt communications satellite it will put up early next year. This research has produced a generation of military rockets for export, including a new saturation missile system being used by Iraqi forces against Iranian ground troops in the latest Gulf offensive.

Embraer was set up 15 years ago, with 51 percent air ministry control, to build and market the Bandeirante (Bandit), a 14-passenger Embraer look toward the military commuter propeller plane also sector. "Our guess is that up to

sions. So far, 434 planes have been sold to 26 nations, almost 100 of them to commuter airlines in the U.S market. There, the Bandeirante turned aside a 1982 protectionist suit by Fairchild-Swearin-

gen in Washington. Embraer's president, Colonel Ozires Silva, hopes to avoid such lingation for the more sophisticated. 30-passenger Brasilia airliner. which expects to receive approval from the Civil Aeronautics Board in early 1985. "There's no plane in the same class being projected or built in the United States; we are not taking the market away from anyone, he said in an interview at Embraer's beadquarters in São Jose Dos Campos. Embraer has received 111 options for the \$5-million plane, and it expects to sell about 150. At the spring meeting of the U.S. Regional Airlines Association, the company received orders for 22 Brasilias

Embraer, which expects a \$240million turnover in 1984, is not relying on exports alone. "Only air-craft producers with a solid base in the internal market are viable, and the export market alone doesn't sustain a company," Colonel Silva said. But adverse conditions in the civil aviation market have made

A \$181-million contract to supply Egypt with 120 Tucanos, many of which will be assembled to Cai-ro, also foresees 80 of the planes being repassed to Iraq, which is a major buyer of Brazilian weapons. Such purchases offset Brazil's oil imports. Such sales of aircraft to conflict areas have caused domestic political foror, and Flavio Birrenbach, an opposition party con-gressman, has proposed a hill to prevent such deals. "I think Hon-

duras will use the planes against the Sandinistas, and there is a chance for the Tucano to be used hy Iraq against troops once Iran's air cover gets weaker," he said. Embraer beat out the Swiss com-

but the option will depend on the

way the market works," the colonel

Although overall sales will net less than from the Brasilia, the new

plane with the highest profile on

Brazil's aviation scene is the T-27

Tucano, a \$1.5-million turboprop

military trainer already in service

with Brazil's air force and which is

bringing big successes - and some

diplomatic emharrassments. The

two-seat Tucano is not an offensive

weapon, but its secondary charac-

teristic is for antiguerrilla warfare,

and so a sale in June of eight planes to the Central American govern-

ment of Honduras raised some eye-

brows among members of the Con-

against Nicaragua's Sandinistas,

could be used thus,

pany Pilatus for the Egypt contract, and the two are again battling for a £150-million contract to supply Britain's Royal Air Force with 155 new planes. "The final decision will be eminently political," Colo-nel Silva said. Accordingly, he has signed a joint production agree-ment with Britain's Shorts Brothers, which promises an additional 3.000 jobs in economically troubled Northern Ireland if the RAF chooses the Tucano. Pilatus has joined forces with British Aerospace. The two companies, which together have a 30-percent share of the small commuter aircraft sector.

plan further cooperation. Elsewhere, Brazil is negotiating a major aircraft sale and licensing agreement with China. Technically, Brazil's most ambitious partnership is with Italy, for the developwill be in service by 1987. The bors that such a ballistic system agreement follows a 1970 contract could also deliver a nuclear device. to produce 182 Aermacchi 326 jet fighters in Brazil.

1987 the emphasis will be military, high hopes that the Italians will again prove their skill in winning NATO contracts. At about \$10 million, the AMX is 50 percent cheaper than its rivals. But aviation is by no means Embraer alone --there are more than 500 small companies operating in Brazil, supply-ing parts such as landing gear com-ponents for Boeing's 747 and seats for the European Airbus. Brazil also produces French-designed helicopters, and both Sikorsky and Italy's Agusta are studying the market. "It's like the U.S. model the government pays for develop-ment and then lets private industry have the technology free of charge," said Roberto Pereira de Andrade, editor of the magazine Defense and Technology. This is just one of the ways to which the erument indirectly subsidizes planes like the Bandeirante remain

tadora Group, which Brazil supports. Honduras is a center for U.S-backed military activity the aerospace industry, while and there were fears that the planes a U.S.-Canadian plane built with Brazilian labor," according to an Emhraer official. The sales results, according to Mr. Birrenbach, are achieved by "subsidies, which the Brazilian people are paying for prices are absurd and unreal."
In August, Embraer's 7,300member labor force went on strike

for higher pay. Although the United States cleared Embraer on subsidy charges, aggressive pricing of the Bandierante has forced one competitor, Israel's Arava, out of production. Mr. Birrenhach, a member of the congressional com-mittee on national security, also charges that the paternalist hand of the military government and En-hraer's virtual monopoly has strangled local enterprise to exchange for imported technology, citing a designed Piper light aircraft.

"Emhraer's activities have always been against private enterprise; the Piper agreement was ab-solutely unnecessary as Brazil had the expertise to make much better planes," Mr. Birrenbach said. But private tovestment is responsible for 90 percent of Embraer's capital although the air force keeps control. But in space Brazil needed foreign expertise, although It now sells small rockets back to the U.S. National Aeronautics and Space Administration. Next year the Eucopean launch vehicle Ariane will put up the \$231-million Brasilsat, made by the Canadian company Spar-Hughes. The earth station near Rio de Janeiro has already been built. Brazil is developing a ment of the AMX subsonic strike launch vehicle, with a 1,000-kilojet. Despite a crash in Italy, Brazil's meter range, for its own small satelprototype will fly in June 1985 and lites, raising fears among its neigh-

Development of research rockets ed to the formation in 1961 of Embraer, with 30 percent of the Avibras, now the developing for stringent noise controls. The \$600-million AMX project, has world's leading missile producer.

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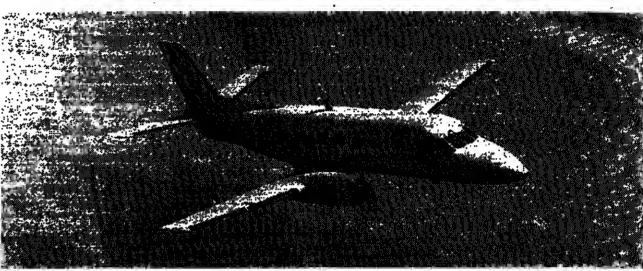
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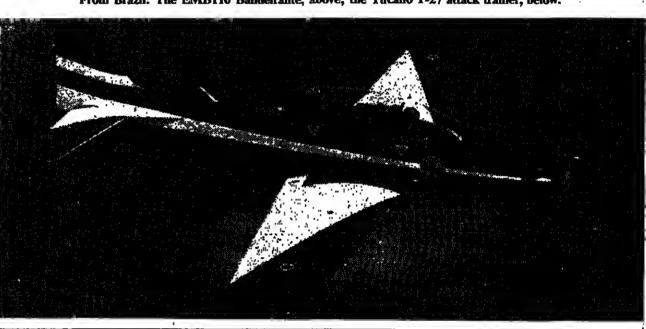
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From Brazil: The EMB110 Bandeirante, above; the Tucano T-27 attack trainer, below.



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Boeing, Airbus Vie for Sales in Africa

By Michael Selwyn

LONDON - The intense and ong-running sales battle between the U.S. aircraft giant Boeing and the four-nation Airbus Industrie consortium is set to reach Africa, where national airlines will soon have to replace their aging intercontinental fleets.

The situation has been given im-petus by Annex 16 of the International Civil Aviation Organization (ICAO), which sets strict noise limits at airports for landing and takeoff. Annex 16 was first drafted in 1971 following a successful cam-paign among Western countries to reduce aircraft noise at major airports. Since 1971 governments have come to appreciate the need ICAO has no power to make the adoption of Annex 16 among its t4O members mandatory. Howev-Airlines that have onted er, the rule becomes effective in the United States in January 1985, and

European Community in January The aircraft most affected by 707/720. For Africa's leading carriers the 707 is the mainstay of long-range services, and the 707 is still operated by the nirlines of 17 countries in the Organization of

African Unity. In addition to the noise level, most of these aircraft, which were introduced to the 1950s, are increasingly expensive to maintain and are coming to the end of their operating life. For African carriers, replacement of the 150-190-seat 707 has become the only option. However, until recently, the lack of a suitable replacement has provided headaches for airline executives. The first generation of wide-bodied jets — the Boeing 747, McDonnell-Douglas DC-10, Lockheed L-1011 TriStar and Airbus A300 -were either too hig or had a limited range. At present only a small percentage of jet aircraft operated by African airlines are wide-bodied and just seven OAU airlines — Royal Air Maroc, Air Algèrie, Ni-geria Airways, Air Gabon, Air Afrique, Cameroon Airlines and Air Madagascar - use 747s, With a seating capacity of 400. African carriers would be hard-pressed to fill them on their European ser-

But the 1980s bave witnessed the introduction of a new range of fuel-efficient, twin-engined wide-

Airbus, on the other hand, has introduced a long-range variant of its A-300 — the A310-200 which the marketing director for Africa, Fritz Winkelmann, said is "the next step after the 707." Both manufacturers are hoping for ma-jor African orders soon. Prime targets are Cameroon Airlines, TAAG-Linhas Aereas de Angola, Air Zimbabwe, Air Mauritius, Ke-

nya Airways, Air Algérie, Royal Air Marou and Uganda Airways. Both sides are lobbying hard. The A310-200 has made promotional visits to the Ivory Coast, Nigeria, Gabon, Cameroon, Angola, Zambia, Zimbabwe, Madagascar and Mauritius, while the 767 has toured Ethiopia, Cameroon, Zam-

Airlines that have opted for the A310 are Air Algerie and Nigeria Airways. EgyptAir and Ethiopian will become law throughout the Airlines have ordered three and two 767s, respectively. According to industry observers, the most sig-nificant of these orders is that of nnex 16 will be the Boeing Ethiopian Airlines whose decision Boeing executives believe gives the manufacturer a headstart

> Ethiopian is probably Africa's covers three continents - Africa, Europe and Asia - and comprises 31 destinations, stretching from Dakar to Peking. Since 1980 il has turned in steadily increasing profits, due mainly to its role in pioneering east-west African routes. Its flight-training school and maintenance base have won acclaim throughout Africa and the Middle East. Ethiopian carries out maintenance for Zambia Airways, Sudan Airways, Kenya Airways, Nigeria Airways, North Yemen's Yemenia and South Yemen's Alyemda — all Boeing 707 operators. Boeing officials visited Addis Ababa in early August to discuss designs for a new \$65-million 767 maintenance hangar. With Ethiopian set to become the first African carrier to offer

Ethiopian's lead is strong.

Boeing will also be relying on its long history of sales to Africa and the fact that several carriers, such as Ethiopian, already operate an all-Boeing fleet.

comprehensive maintenance facili-

ties for the 767, the incentive for

other African carriers to follow

On the other hand, Airbus officials point to the A300/310's exhas a higher cargo-handling capacity than the 767, company officials

Yet, the technical merits of the A310 versus the 767 pale into insignificance when set against the financial resources of African airlines. Most carriers are undercapitalized and have continued to show heavy losses, in spite of the general upturn in world air traffic. African carriers are still small in world industry terms. According to the International Air Transport Association's 1983 statistics, only three African OAU operators - Air Algerie. EgyptAir and Nigeria Air-ways — figure to the ranking of its top 50 members, in terms of schedpassenger-kilometers. In 1983, IATA traffic on north Atlantic services accounted for 22.2 percent of international revenue tonne-kilometers; on services between Europe and northern Africa the figure

was just 2.4 percent and Europe and southern Africa 4.2 percent. Four reasons can be given to explain why African carriers lag behind their Western competitors. First, too many airlines offer basifastest-growing carrier. Its network cally similar services without enough regional coordination. The African Airlines Association (Afraa) has campaigned strongly for greater cooperation, but the status of national flag-carriers' prime routes is still rated too highly. One attempt at co-ordination was made with the foundation in 1961 of Air Afrique, grouping 10 francophone countries in West and Central Africa. Yet, in mid-1984 the airline had debts of \$234 million and is having to impose staff and salary reduc-

Secondly, it is estimated that revenues are blocked and that 65 two years. percent of these are held in Africa. Local operators are prohably owed one-quarter of this amount, and therefore, cannot re-equip to take ate more, if they are to match their on loreign wide-bodied competition. Thirdly, African carriers' of Tanzania's transport and come route networks are still hasically north-south rather than east-west, which gives overseas operators an inherent advantage. Firstly, African airlines have suffered from in-

and substandard radar and interairport communication.

of sales for Africa, the Middle East and Latin America, "is the ideal replacement for the 707."

and Latin America, "is the ideal computer, developed by the French as the World Bank do not provided. electronics conglomerate Thom-son-CSF. In addition, the Airbus purchases, so airlines have had no choice but to turn to commercial hanks which since the Laker and Braniff insolvencies of 1982, have become wary of involvement. In the case of Ethiopian Airlines, the 767 order was financed by a \$101.1-million loan, provided by a consortium led by the U.S. Bankers Trust. The credit is guaranteed by the U.S. Export-Import Bank, which — for the first time — is providing an expropriation risk financial guarantee. The loan is for eight years, at between 1 to 11/2 percent above the London inter-bank offered rate, a hefty burden for an airline with a capital of just

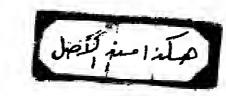
Burdensome financing terms have also led Sudan Airways to shelve an order, placed in 1982, for three A31Os. Despite the aggressive attempts by EC governments to undercut Ex-Im Bank terms, the financing package offered by Air-bus is still beyond the repayment capabilities of many potential Afri-

can customers.
One possible way out for African airlines is to buy second-hand. The Lockheed TriStar 500, while no longer to production, still has a good 10 to 15 years' operating life d could be put to effective use on Africa/Europe routes. Another op-tion would be to buy a re-engined DC-8, supplied by Camacorp based in Pasadena, California, which is able to fly long distances nonstop and comply with noise regulations.

Thirdly, leasing may provide a breathing space. Air Mauritius, for example, has put off a decision on whether to buy the A310 or 767 in Secondly, it is estimated that favor of leasing a Boeing 747SP about \$1 billion of world airline from South African Airways for

However, these solutions do not address themselves to the basic need for African airlines to cooperoverseas competitors. In the words munications minister, John Male cela: "The time has come for our countries to seriously think of

merging their airlines." One small step toward a joint adequate navigation infrastructure African airline procurement policy has come with Afraa's decision to prepare a common specification for Given the \$50-million to \$60- the 757, 767 and A310. However, & bodied aircraft more suited to Africal callent safety record, its penetra-ing the 767, which according to Air Afrique, Tunis Air and Air Renald Woodard, semer director Guinée have ordered the shorter-



A SPECIAL REPORT ON AEROSPACE

Disparities Between U.S. and European Fares Are Linked to a Lack of Competition

By Ronald Karz

PARIS - Paxton Dunn had a rude shock the last time he came to Paris. Mr. Dunn, executive director of the U.S. Council for International Business, flies frequently be-tween New York and Washington

Mr. Dunn hops a shuttle flight their defenders argue that many of the comparisons are highly selecusually returning the same day.
The recent roundtrip economy cost
\$120. including a guaranteed seat.
But the Paris-Geneva roundtrip
econnmy fare is 2.040 French
france for roundtry the same day. francs for roughly the same dis-



Like many American business

men, Mr. Dunn is puzzled. He wonders whether the often enormous difference between prices charged in the United States and to monitor legislation likely to affect business. On his last trip to Paris he considered flying to Geneva to check on UN activities.

Emrope for nights of distance can be justified. To answer his question is to pick one's way through a minefield of conflicting statistics. European airlines and

> would have us believe." flight on another major carrier can run as high as \$210. But on one of the so-called "discount carriers," it could be less than half that price. What then is the "normal" U.S.

But despite the cautionary note sounded by the CAA, intra-European fares are generally higher than American ones, sometimes dramatically so. These are some examples taken from a broader survey con-ducted by the magazine ICC Busi-

'Most European routes are devoid of any real competition in the price sense. According to the European Civil Aviation Conference, between 75 and 80 percent of the ton-kilometers on intra-European flights are subject to pooling agreements between airlines of countries concerned.'

ness World: Paris is roughly as far cent higher, and this with the doltar ropean social charges factored in, from Geneva as Houston is from at historic levels. Dallas. But a major scheduled air-line quotes \$111 as its economy class roundtrip fare between those two Sunbelt centers. The European fare is more than double the American one. Paris-Zurich, a 960-kilofrance for roughly the same distance. At early August exchange make it hard to determine what a normal U.S. fare is. As the British Roston-Philadelphia (976 kilometrivil Aviation Authority noted:

"Generalization is far more difficult that many commentators flight (996 kilometers roundtrip). cost \$240. Paris-Athens (4,185 kilo-Mr. Dunn's experience illustrates the CAA's point. His \$120 roundtrip shuttle flight was on a major scheduled airline. The same flight on another major carrier can run as high as \$210. But on one of the so-cailed "discount carriers," it could be less than half that price.

Memphis, the principal scheduled in the so-cailed be less than half that price. Memphis, the principal scheduled airline priced its unrestricted economy class ticket at \$596 return,

making the European fare 20 per-

European authorities explain these apparent disparities by citing higher costs in Europe per seatkilometer, caused by suffer expenses for crew, fuel, maintenance down? and landing charges. The Interna-tional Air Transport Association the heart of the matter. Most Euro-(IATA) produced a study in 1982 showing European crew costs more than two times higher than American ones, fuel costs were 45 percent higher, maintenance costs 75 per-cent higher and landing charges an astounding five times higher. Some of those figures are worth a second

Why, for example, should Euro-pean fuel costs be so much higher than American ones when oil prices have been decontrolled in the United States and oil there is priced at extent that pooling agreements re-world market levels? Similarly, why should European crew costs be so also less pressure on the pool partmuch higher, even with steeper Eu-ners to reduce costs."

group, are among the best paid in the nation? Finally, would more competition among European airlines bring some of those costs

pean routes are devoid of any real compention in the price sense. According to the European Civil Aviatinn Conference (ECAC), between 75 and 80 percent of the ton-kilometers on intra-European flights are subject to pooling agree-ments between airlines of the countries concerned. Some of these agreements are quite rigid, specify-ing an equal sharing of revenues and capacity. In its COMPAS re-port, ECAC concluded: "To the

Whether European airlines are overstaffed is not always easy to determine, although one striking il-lustration is British Airways, which has cut its staff from 57,000 in 37,000 over the last few years while still flying virtually the same route structure. In the United States, too. Lack of competition may be at there have been substantial productivity gains, perhaps spurred by fierce competition.

> cluded deal between the British and to these two major centers, other Dutch governments abrogating the countries could be compelled to old bilateral agreement between follow their lead. the two countries in favor of a regime that allows "country of ori-gin" pricing, that is, no veto power orandum No. 2. a modesi proposal by one country over the innovative calling for some limits on pooling, fares of the other. Already British Airways has introduced a restricted of some tickets and moderate curbs £49 (\$65) roundtrip fare between on government intervention. The



Two new developments may of- This represents the first crack in the airline transport within the connecfer fresh hope for European air spectrum of rigidly controlled fares travelers. The first is a recently conin Europe, and, if traffic is diverted

"zones of flexibility" on the price London and Amsterdam, and the proposal, now before the Council Dutch have responded in kind. of Ministers, is intended to bring

ution rules of the Treaty of Rome. But many governments will resist since they have no wish to see a European solution to a question they regard as a linchpin of nation-

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A Flurry of Options Steps Up Fare War Across the Pacific

HONG KONG — The canny Asian traveler would rather be caught dead than be seen paying full economy fare for a trip to the U.S. West Crast — and no cree can be destinations. Not all of these are used by JAL, however.

Secondly, JAL complains that it is not free to fly beyond the United caught dead than be seen paying full economy fare for a trip to the U.S. West Coast — and no one can blame him. A quick call to any reputable travel agent in Hong Kong will cut his ticket costs by half, due to the currently fierce competition among more than half a dozen airlines now crossing the Pacific.

Although officially almost all the Although officially almost all the fall Japanese travel in the region,

arilines deny participating in the and 24 percent of non-Japanese fare war between North America flying from Tokyo across the Pacific and the countries of southeast Asia, ic, giving them about 35 percent of one telephone inquiry produced a the total of 4.3 million passengers one telephone inquiry produced a flurry of options, from Pan American's roundtrip flight to Los Ange-ca last year.

les from Hong Kong for \$717.94 to

We need to improve our sales to the bargain favorite of many, Kore-foreigners," said Mr. Hayami, who an Air, which will take you to Los Angeles and back via Scoul for \$564.10. (Korean Airlines changed its name to Korean Air following sive as JAL, the seat capacity now the Soviet downing last year of a on offer is around 65 million a KAL flight from New York while it was over Russian airspace.)

Even Singapore Airlines, which models itself on the elegant Swissair and recoils at the mention of cut-rate tickets, was on the list too, offering tickets to Los Angeles for \$705.12, a substantial saving over its full economy ticket costing \$1,308.

Small wonder then that airlines on Pacific routes, including Pan Am, Japan Airlines, China Aircific, Singapore Airlines, Northwest Orient and Continental Airlines, the latest comer, regard the irresistible growth potential of

According to the International Air Transport Association's forecasts, growth in passenger traffic between North America and the Far East will be between 6 and 7 percent over the next two years, while growth in cargo traffic will be slightly higher. This compares fa-vorably with an estimated annual growth worldwide of nearly 4.5 percent for passengers and slightly travels frequently and develops

more than 5 percent for cargo.

The airlines personnel based in Asia give the ready impression that they are attacking the Pacific challenge with gusto, but their eagerness to cull information about other airlines rather than divulge facts about their own is an indication of their true wariness. Most impressive among the competitors when it comes to ready statistics on the strategy is Japan Airlines, the only neers of trans-Pacific service.

The other two pioneers, Pan Am and Northwest Orient, look back on the Carter administration's deregulation of U.S. landing rights, in exchange for wider competition over the Pacific, with regret. But JAL's deputy manager for passen-ger sales. Tsunehisa Havarni, recently disagreed with the American contention that the Japanese got the better of the deal.

"No, I don't think so," Mr. Hayami said. "Generally speaking. 1 don't agree with deregulation, which America would like to take as their policy. But in the U.S.-Iapan bilateral air agreement signed after the war, the United York, the British actor, as Marco States had strong powers, and the Polo, exploiting the East-West imagreement was not equal. The cities age of the Italian explorer as a sort in the United States that we can fly of 13th-century business commuter to even now are too limited."

For the moment, JAL, the domi-spokesman now reflects that the nant carrier both inside Japan and airlines overestimated the fame of throughout the entire Far East, can Marco Polo as an international theoretically fly to nine cities in the traveler, and a new campaign is United States, while the competing under way for autumn. However, U.S. airlines serve 16. The Japanese 45 percent of last year's Cathay would like to add Houston, Dallas customers were but or Atlanta to their list, which al- and the airline continued to be the ready includes New York, San London-based Swire group's main Francisco. Los Angeles, Seattle, contributor of profits.

Although officially almost all the of all Japanese travel in the region, flying from Tokyo to North Ameri-

> perceives that JAL's image to outsiders may be "too aggressive."

With so many airlines as aggresyear, exceeding demand by more than 2 million. All the airlines are earnestly trying to maximize their "load factors," or seats filled. Most average a 70-80 percent load factor, but beyond that, profits are determined by the price paid for the tickets filling the airplane, or "the

The newly arrived regional direc-tor for sales for Pan Am, Cassell Meyers, said: "It's tough. We are competing with national carriers inside and outside the Asian region, which are a source of national pride and enjoy limitless advertising and promotion budgets. It's an extremely price-sensitive region."

Pan Am retaliates by concentrating on selling Asian destinations primarily to U.S. travelers, and emphasizing their experience as the first to cross the Pacific, rather than falling in line with the Asian airlines' familiar soft-sell of exotic stewardesses. Mr. Meyers con-firmed the continuation of a trend that was evident more than a year ago among Asian airlines of aiming sales at the business traveler, who preferences among airlines based on punctuality and service on-

service sensitive and not so price sensitive; he's the hottest thing going." Mr. Meyers said. Pan Am's "yield improvement" program be-gun last spring included changing their fare structure and increasing the number of seats. Singapore Airregion and a visible marketing lines and Cathay Pacific, (the only privately owned Asian carrier in Asian airline among the three piotion of their business seating as well. Korean Air, better known for its low fares, is trying to upgrade its image, which suffered serious damage last year when a flight from New York was shot down by the Soviet Union over Russian airspace. According to Joseph Tung, passenger sales manager in Hong Kong, Korean Airline's transformation includes a new logo and a new "prestige class" as well as its new name. Image building can backfire, as

Cathay learned last year. In a highly touted switch of advertising firms, Cathay launched a series of advertisements featuring Michael in a fur-lined cape. A Cathay





the first business jet designed to meet new and impresstringent safety and reliability



Has ken sjöp hansatlante capability:





Comfort

Pesigned for greater stability and quiet conflort



Fuel Economy Challenger 601's combination of engines and aerodynamics result in fuel savings of as much as 40% over competition in its



Versatility

The flore Space

Interior Spac Created primarily as a corporate aircraft,



CHALLENGER 601

Airline Marketing Gimmicks Go Beyond the Frills

By Joan M. Feldman

WASHINGTON - Twice a day, every day except Saturday, you can fly Regent Air between New York and Los Angeles sitting in a private compartment, have your nails manicured, hair fixed or dictate a letter. One-way fare is \$810, including limousine service at both ends.

Or, twice a day, every day, including one 2 A.M. departure, you can fly People Express between Newark and Los Angeles, for \$119 or \$149. On these flights, you pay for every additional service, from a picnic basket to

checked baggage.

These extremes mark the outer limits of the current spate of airline marketing gimmicks. Carriers in the Unit-ed States and abroad offer every permutation in-between to snag customers.

Most airlines agree that the timing and frequency of flights is their primary marketing tool. Business passengers, who account for 51 percent of total U.S. traffic and two-thirds of the revenue, care about schedules. But if many airlines offer similar schedules from the same points, more is necessary to attract the high-margin busi-

in 1981 American Airlines initiated a new marketing plan to accomplish just that. That plan and subsequent copies of it are known generically as frequent flier programs. Thomas Plaskett, senior vice president for marketing at American, calls it "the single most important

marketing program ever undertaken by American."

The airline dreamed it up to compete with oew airlines. which use their lower costs to offer better service at discounted fares to gain a market foothold against incumbents like American. American countered with free flights and discounted fares for frequent passengers.

United and other airlines matched American, but some

carriers held out. "We were as cynical as the next gry," recalls Peter McHugh, vice president for passenger marketing at Trans World Airlines.

"We were convinced we didn't need it," says Charles

Demoney, head of marketing for Frontier Airlines at that time and now senior vice president for marketing of New

TWA. Frontier and others soon changed their minds.

"[We] would be hard- pressed to attract and keep loyal frequent fliers if we did not have the program," said Joyce Bennis, manager of TWA's frequent flier plan. Mr. Demoney cannot say how much traffic Frontier lost to United at its Denver but, but, he insists, "we know what it did for us" when Frontier joined American's advantage

plan. The mere fact that the small airlines are joining [the plans] shows their importance," says Robert Joedicke, airline analyst for Shearson Lehman/American Express. There are negative aspects, too. There are administrative costs — American admits to at least \$1 million a

'International carriers have become partners in the U.S. lines' programs. That allows U.S. carriers to offer more exotic trips as rewards.

month - as well as the costs of free travel. Pan Am blames some of its recent losses on travelers claiming their free trips before an airline-imposed deadline.

The concept is spreading. International carriers, from British Airways to Qantas, have become partners in the U.S. lines programs. That alllows U.S. carriers to offer more exotic trips as rewards, and helps foreign airlines prevent diversion of traffic. Hotels, car-rental firms and

ruise lines also are participating. Another war is over separate business-class sections. Many new small lines such as Midway Metrolink and Air One in the United States offer one-class service, trumpeted as equivalent or close to big-airline first class at coach fares. New York Air gives New York-Washington passengers newspapers, legroom, wine, beer, bagels and cream cheese.

Of the big airlines, only TWA has a domestic U.S. business class, offered oo all of its wide-bodied aircraft. It even has slumber seats in the United States, until oow a strictly international, first-class offering.

International business class, meanwhile, is practically an art form. Heavy competition now makes it harder to distinguish between first class and business sections. Out-side Europe, though, European first class is still better than that offered by U.S. airlines. International business-class passengers get advance

check-in and seat selection; separate airport check-in counters; private airport lounges; secretarial services; selection of entrees; slumber seats; a better quality of wine and liquor and, in the case of Far Fast carriers, bilingual business cards. The toughest international fight has been over the size of the business-class seat. Trans-Atlantic carriers recently had an advertising war over the number of inches by which their seats were wider.

Despite appearances, not all airline marketing is simed at the business traveler. Regent Air, which carries a maximum of 35 passengers, makes no bones about wanting the affluent travelers who do not have to worry about free trips. Conspicuous consumption is its gimmick. Even the rest room is called a salle de bain, while meals are planned by a Los Angeles chef.

Others, like People Express, appeal to bargain hunters. People Express is after travelers wanting the lowest possi-ble price and not caring about frills. In fact, a First Boston Corp. airline analyst, Michael Derchin, once said People "is the only new airline to create a new market." Until recently, People flew mostly underserved routes. Now it is bringing its low-fare, no-brill concept to big airline mar-kets such as between Newark and Minneapolis, Los Ange-

The marketing stakes are about to escalate even more. "Free" flights or better service at lower fares are not always enough. Beginning in September, Midway Metrolink, in a fight for its life against bigger airlines and People's low fares in Chicago, will offer American Express card credits to its frequent fliers. According to Midway's chairman, Arthur C. Bass, in a reference to his company's mostly Midwestern route network, "No one wants mother

Used Market a Fertile Ground For Cultivating New Buyers

By Lew Townsend

WICHITA, Kansas - The world's major jetliner producers — Boeing, McDonnell Douglas, Air-bus Industrie — have discovered what automobile dealers have known for years: There is money in the used market, and it is fertile ground for cultivating future buyers of new models.

Boeing, which has built 60 per-cent of the 7,000 jettiners flying today, has become the most aggressive in the used-jetliner market, embracing it as a completely new and major line of busin

James A. Blue, Boeing vice president for international government and used aircraft sales, predicts that by the end of 1985 Boeing will have acquired — and, he bopes, sold — about 100 used jetliners worth \$1 billion.

Mr. Blue was to report at the Famborough show that since last year the company has sold or leased 14 used Boeing 747s, seven used Boeing 727 trijets, three Mc-Donnell Douglas DC-10s and two Lockheed Corp. L-1011s. Contrary to Mr. Blue's initial belief that the majority of the company's used jet-liners would go to Third World countries, most have been peddled to U.S. domestic airlines, mainly

charter carriers. McDonnell Douglas and Airbus Industrie, although battling Boeing and each other at every twist and turn on sales of new models, have the used jettiners, Boeing is pro-not entered the used market with ceeding at full-throttle in this mar. the same gusto. Their actions re- ket. flect a continuing desire to deal in used jetliners only as an adjunct used-plane branch and the naming service to their new-plane custom- of a vice president to run the operaers, often acting merely as brokers tion came to a head in 1983, after in bringing buyers and sellers to-

All three manufacturers were forced into being more active in the used-plane business by the recession, when the world's airlines compan balked at placing orders for new models unless they could unload some of their old ones. That was a problem because of a glut of used planes on the market, especially wide-bodied aircraft like Boeing 747 jumbo jets, McDonnell Doug-ias DC-10s and Airbus A300s, as well as Lockheed's L-101 is built by Lockheed Corp., which earlier discontinued its jetliner production.

Much of that has changed, ac-

cording to the manufacturers. What we have found is that the extra capacity — all the used air-craft — that was the most evident in the early part of last year has gone away, especially DC-10s," said Elaine Bendell, spokeswoman for Douglas Aircraft Co., Long Beach, California, McDonnell Douglas' jetimer subsidiary.

"Our used aircraft unit has been used mostly as a locating service for customers," she said. "Let's say you're a [McDonnell Douglas] DCoperator and you're looking for ome used DC-9s. The likelihood is that we would know where such airplanes might be, since we keep records on all owners. So, we have been assisting in the locating and placing of used aircraft with other carriers rather than seeking to take

them as trade-ins." McDonnell Douglas's most notable used-plane deal involved Ali-talia. While dickering with the manufacturer in late 1982 over an order for 30 new MD-80 twinjets, the Italian airline insisted that Mo-Donnell Donglas take nearly 20 of its aging Boeing 727 trijets as a trade-in, McDonnell Douglas since has placed all of the 727s with Peoples Express, the Newark-based low-fare airline that now is causing fits among some major carriers with its expanding service.

By most accounts. Airbus, the youngest of the major builders, has been the least active in the used jetliner market. Its most notable coup in this arena was the placement of two used A300s it obtained from West Germany's Lufthansa with relatively new Northeastern International, the Fort Landerdale, Florida-based low-fare airline. It was the first expansion of Airbus' penetration into U.S. domestic service since Eastern Airlines began flying some of its models a few years ago.

Airbus indicate no plans to significantly increase their activities in its new models.

merica of the lift

Boeing's creation of a special the company was forced to take an increasing number of trade ins in order to close any sales of its new

Conducting a special study, the company found that out of nearly 400 airlines in the world using Boeing jetliners, only 71 carriers less than 20 percent - were flying aircraft that they bought branchew from the factory.

The study showed that the fleets of the rest were either entirely used jetliners - 217 airlines - that were bought on the used-plane market or a mixture of new and used models - 105 airlines.

"Five years ago, 65 percent of all Boeing operators were flying all-new fleets; they wouldn't fly any-thing they didn't buy brand new Boeings," Mr. Blue said. He said the company study also showed that about 250 jetliners were sold in the used-plane market in 1983, 46 more than all the new Boeing models delivered that year.

The study prompted a reversal in Boeing's previous policy of shun-ming trade-ins whenever it could. Now it actively encourages them. During preparations for the Farnborough show, Boeing offi-cials disclosed that in addition to the approximately 70 used jetliners that the company has acquired since early 1983, agreements also have been made to accept an undisclosed oumber of additional L1011s from Japan's All-Nippon Airways and Delta Air Lines (Boeing acquired 11 used L1011s from Delta last year, six of which still are unsold), and five Airbus A300s from Singapore Airlines.

Boeing used-plane activities are coupled with a separate program at Wichita's Boeing Military Airplane Co., which is attempting to convert used jetliners to military use. Among other things, BMAC is marketing — but has yet to ancalled the "707 Tanker." It essentially is a used Boeing 707 jetliner that has been overhauled, updated and converted into an aerial refuel-

EL .

Currency Rat

Interest Rate

In a separate program, BMAC also is buying used arrine 707s, camubalizing their engines and reinstalling them on KC-135 refueling tankers flown by the U.S. Air Force Reserve and Air National

From Boeing's viewpoint, con-verting used airline jetliners into military aircraft is the best of all worlds. Not only does it offer a potential new source of revenue, it market of excess used i liners that can compete for sales of

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DINAH LEE is a Hong Kong-based journalist who contributes frequently to the International Herald Tri-

bune. The Washington Post and The Economist.

JONATHAN MILLER is the managing editor of Satellite Week and Communications Daily, published in Washington by Television Digest, Inc., and the American editor of Connections: World Communications Report, published by The Economist and Television Di-

ANITA SCHRODT is aviation editor of the New York-based Journal of Commerce.

ROBERT A. SEARLES is staff editor at Business and Communercial Aviation. MICHAEL SELWYN is a staff writer at Africa Eco-

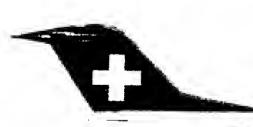
nomie Digest in London. LEW TOWNSEND is the aviation writer for the Wichita Eagle-Beacon.

RICHARD TUTTLE is managing editor of the Wash ington-based Aerospace Daily.
STEPHAN WIIKINSON is a U.S. based free insgrine and film writer, with a particular interest is

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The right choice of aircraft keeps a leading airline a leader.

We're proud to announce that the new Fokker 100 will be flying the Swissair colors, enhancing the airline's reputation for reliability, punctuality, and service.

The Fokker 100 will complement the Swissair fleet of larger aircraft, bringing the high standards of intercontinental travel to the European network.

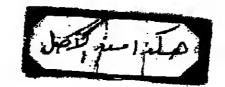
The Fokker 100 is designed to provide outstanding operational economy by incorporating advanced

aerodynamics, new technology engines, and modern avionics with CAT 3A capability for landing in adverse weather conditions. It will meet all known future restrictions for noise and pollution levels. And, with its low trip mile cost, the short-to-medium. haul Fokker 100 is the ideal aircraft to serve Swissair for years to come.

In a market environment where the only constant is change, the Fokker 100 is Swissair's choice to meet the challenges it faces.



VISIT FOKKER AT FARNBOROUGH-CHALE



Page 17

SATURDAY-SUNDAY, SEPTEMBER 1-2, 1984

Statistics Index

ECONOMIC SCENE

Strategies of the 2 Parties In U.S. Carry Different Risks

By LEONARD SILK

EW YORK — The right economic strategy for the next four years, according to Walter F. Mondale, is to shrink the budget deficits by raising taxes and cutting the growth of both military and civilian spending, while easing monetary policy to bring down interest rates.

But, according to President Ronald Reagan, the correct strategy is to maintain strong economic growth by not raising taxes (indeed by lowering them further), continuing the rapid military huildup and cutting civilian spending, while counting on monetary policy to keep inflation down.

Neither strategy is riskless. The Mondale approach force the

Neither strategy is riskless. The Mondale approach faces the major risk that, in curbing the fiscal thrust resulting from big

The Reagan approach

looks riskier than the

Mondale approach for

the longer run.

deficits, the economy will be pushed into recession. The economic slowdown register-ed by the latest Index of Leading Economic Indicators, with a decline of 0.8 percent in July following a 1.3-percent decline in June, raises worries about a recession in 1985 that lax increases and budget cuts

would exacerbate. would exacerbate.

Democratic economists, steeped in the tradition of John Maynard Keynes, need no instruction in the dangers to stability of swinging from a highly stimulative budget policy to a restrictive one. In normal times, it would be hard to avoid a recession resulting from a swing from fiscal stimulus to fiscal restraint. Usually, the effect of a change in fiscal policy is quick, and that of monetary policy more drawn out.

"But these," says Barry Bosworth of the Brookings Institution, "are not normal times." Mr. Bosworth, George R. Perry and other Mondalc advisers contend that, because of exceptionally high real interest rates, there is a big backlog of demand,

high real interest rates, there is a big backlog of demand especially for housing, that would be immediately unleashed by falling interest rates. Conversely, as mortgage rates have risen, single-family home huilding fell last month to an annual rate of 630,000 units, 11.5 percent below the February peak.

decline in interest rates, sparked by cuts in the budget deficit, would also reduce the dollar's foreign-exchange rate, increasing foreign demand for U.S. exports and checking U.S. demand for foreign goods. Just as the overvalued dollar wiped out hundreds of thousands of johs here, a cheaper dollar resulting from a change in U.S. economic policy could restore jobs in many industries here.

Mr. Mondale, meeting with hlack leaders this week, used this logic to persuade them that his economic strategy would create more jobs for hlacks and other blue-collar workers, especially in the older "smokestack" industries, by attacking the trade deficit. Last month that deficit ran at its highest rate in history —\$14.1 billion in a single mouth, for an amual rate of nearly \$170 billion. But there are risks that, without the cooperation of the Federal Reserve following moves to shrink the deficit, interest rates might not fall soon enough and sharply enough to prevent a recession or cut the dollar's exchange rate and hring down the trade deficit. The Fed, fearing a resurgence of inflation, might hold to its monetary targets, already set to be lowered a notch in 1985.

Concern about the price effects of the Mondale strategy is not misplaced. Mr. Bosworth cautions that the chericites of the mondale strategy is not misplaced. Mr. Bosworth cautions that the chericites of the mondale strategy is not misplaced.

Concern about the price effects of the Mondale strategy is not misplaced. Mr. Bosworth cautions that the shrinking of the trade deficit could result in at least a one-shot jump in the rate of inflation; the big trade deficit has helped check inflation by feeding more goods into the United States and cutting U.S. exports. And a fall in the price of the dollar could increase energy and food prices, and these could feed into higher wage demands.

The Mondale economists would try to persuade the Fed to let

the "one-shot" jump in the inflation rate take place, as part of the

Currency Rates

Bank Set To Buy Capel

Hongkong Joins Brokerage Trend

By Bob Hagerty nternational Revold Tribus

LONDON — Hongkong & Shanghai Banking Corp. announced Friday an agreement to acquire James Capel & Co., one of London's biggest stockbrokerages.

Hongkong Bank said it had agreed to buy 29.9 percent of Capel mediately and raise the stake to 100 percent as soon as the London Stock Exchange relaxes its limits on outside ownership of exchange

The Hong Kong-based bank did not disclose the price but said that it was roughly in line with other recent sales of London brokerages. When Security Pacific Corp., the Los Angeles-based bank holding company, agreed in July to acquire full control of Hoare Govett Ltd., it valued that brokerage at £78 mil-lion (\$102 million).

Capel is the third-largest British stockbrokerage in terms of com-mission income from institutional clients, trailing only Hoare Govett and Grieveson, Grant & Co., ac-cording to a recent study by the City Research Association.

Of the top 10 brokerages in that survey, all but three, Phillips & Drew, Scrimgeour, Kemp-Gee & Co. and Cazenove & Co., have agreed to sell stakes to outsiders, mostly banks.

The scramble to bring in outside capital began in mid-1983 when the stock exchange bowed to govern-ment pressure to open up the Brit-ish stock market to freer competi-tion. As part of the planned changes, the exchange plans to end the practice of setting fixed minimum commissions on dealing in shares and bonds before the end of 1986. That move is expected to squeeze brokers' profits.

Capel is known for its investment research, particularly in such areas as leisure and industrial--holding companies, gold, Austra-lian shares and continental Euro-

Under the agreement with Hougkong Bank, Capel said it would continue to operate independently, though it would cooper-ate with some of the bank's units.

Wholesalers in U.S. Are Changing

New Middlemen Now Also Offer Marketing Help

By N.R. Kleinfield

New York Times Service

NEW YORK — At the busy

Embarcadero Center Pharmacy
in downtown San Francisco,
subtle signs of McKesson Corp. are just about everywhere. McKesson does not make any of the shampoos or acne treatments or toothpastes that Bing Mah, the pharmacy's owner, sells. But the bulk of the products, even some of the stuffed animals, found their way onto the shelves because of McKes-

His life, Mr. Mah readily admits, would be noticeably more harried without a distributor to keep his store stocked, and that is the sort of refrain heard frequently these days from Ameri-ca's retailers, who are coming to depend on a new type of high-

Taking a break from filling prescriptions, Mr. Mah demon-strated bow he keeps his shelves packed. He held a small device provided by McKesson that looks like a television remotecontrol gadget. Attached to it was a scanning eye that, in effect, is his notebook. When Mr. Mah strolls along the aisles and spies shortages in any of the lathers or hair rines, he runs the scanner core the scanner has the scanner over the cryptic la-bels that McKesson has affixed to his shelves. An order auto-matically registers.

When he is ready to place the order, the druggist attaches the terminal to a phone, pushes a button and the order goes either to Kalamazco, Michigan, or Oakland, California, where a McKesson computer takes it. That computer then relays it to another computer at McKes-son's distribution center in Sacramento. The next day, the goods are piled on McKesson trucks bound for Bing Mah's

pharmacy.

"Years ago, we used to have to walk around the store and count what we had," Mr. Mah said. "Ordering would take two or three days. Now it takes a few hours."

At retail stores and business-es throughout the United States, there are unmistakable signs that the wholesale distribution industry, has radically transformed itself. Distributors are no longer mere order-takers



pressures and computers have molded them into marketing specialists who help their customers do everything from cal-culate profit margins to lay out

sneives.

"The industry is coming out of the Dark Ages," Denis Healy, a consultant who specializes in distribution, said. "Distributors are still going to move goods around. But the really good ones are becoming infor-mation specialists."

Their new degree of profes-sionalism has made distributors more important in the U.S. economy. The industry is huge. It employs about five million people and consists of more than 300,000 companies, with sales estimated at \$1.2 trillion

sales estimated at \$1.2 trillion this year, up from \$676 billion in 1977.

Most of these wholesalers are small, family-owned businesses that service similar, small retailers by maintaining warehouses and truck fleets to fill the retailers' orders.

But a recent report, "Future Trends in Wholesale Distribu-tion," predicts that more giants like McKesson, with its sophis-ticated marketing techniques and computerized inventory controls, will emerge. Indeed, hundreds of companies as sophisticated as McKesson, if not deliverymen; compentive as large, are already revolution- (Continued on Page 19, Col. 6)

izing the ways of the indepen-dent wholesaler. "Over all, the distribution in-

center in Sacra-

mento, Califor-

dustry is going to grow faster than the economy as a whole," noted James Norris, director of programs for the wholesale distribution industry at Arthur Anderson & Co. Both U.S. and foreign manufacturers who distribute goods in this country are increasingly dependent on the independent distributor."

These middlemen have been called the economy's shock ab-sorber, in good times and bad, because of their ability to react nimbly to change. But it is a low-margin business, and the squeeze gets tighter when inter-est rates rise. Even as the industry grows, distributors are find-ing that if they do not do more for their twin bosses, the cus-tomers and manufacturers, they face extinction. In fact, the ranks of the small distributors are likely to tumble by 25 percent before the decade is out, said the Future Trends report, which was prepared by Arthur Anderson & Co. for the National Association of Wholesaler-

Distributors. The report also forecasts the introduction of still more so-called value-added services, offerings such as store design and market research that go beyond

GM to Build U.S. Truck Plant For \$500 Million

FORT WAYNE. Indiana General Motors Corp. announced Friday that it plans to huild a \$500-million plant to assemble full-size pickup trucks outside Fort Wayne. With two shifts working, the plant will produce 230,000 trucks a year and employ about 3,000 workers, Patrick J. Coletta, vice president of the Truck and Bus Group,

He said the plant would be com-The Fort Wayne plant is an integral part of comprehensive product and facility programs that are under development to strength-en GM performance in the intensely competitive North American and world truck markets," he said.

Construction depends on receiving federal environmental permits and funds from the Indiana General Assembly for utilities and other requirements, he said.

Mayor Winfield Moses Jr., whose city endured devastating floods in 1982 and later the closing of an International Harvester Co. plant, said the announcement cata-pults Fort Wayne "from a city that was bouncing on the bottom of difficult days to a boom town in one hour."

Governor Robert D. Orr said of-ficials from seven state agencies spent seven months negotiating a state aid package to lure the GM plant to Allen County.

"It is without question the larg-

est and most complex economic development package ever put to-gether," Mr. Orr said.

Lieutenant Governor John M.
Mutz said the economic development package is worth \$26.4 million for such items as huilding two interchanges off Interstate Highway 69, improvement of other roads near the site and extension of water and sewer lines to the site.

water and sewer lines to the site.

[Reuters reported that a GM spokesman declined to say whether the plant would replace any of the company's pickup-truck assembly operations at existing plants in Flint and Pontiac, Michigan, St. Louis, Janesville, Wisconsin, and Oshawa, Canada. He said the 65-year-old St. Louis plant was the oldest in the groun.] oldest in the group.]

■ '85-Model Cars to Rise 2.3% General Motors Corp. anintroductory prices of its 1985- retary Tom King said.

model cars an average of 2.3 pz. cent over comparably equipped 1984 models, United Press Intern. tional reported from Detroit.

GM said higher material, lalar and service costs accounted for a 2percent increase, and improvements in fuel economy and exhaust emissions on many models re-

quired an increase of 0.3 percent. The 2.3-percent increase tir-cludes all 1985 GM models, even though introductions will be on a staggered schedule from early Carober until early January, Species, model prices will be announced. the models involved go on sale, GM said

GM noted that this marks that third consecutive year in which it. troductory price increases have been in the 2-percent range.

Two weeks ago, Chrysler Corpannounced price increases averaging 1.8 percent on its 1985 model. So far, Ford Motor Co. has no announced its pricing plans for

Ford has sent letters to dealers saying that prices of 1985 light. duty trucks will increase by 1 pcceni io 4 percent.

U.K. Joblessness Rises to Record Of 3.07 Million

LONDON - British adult memployment rose a seasonalby adjusted, provisional 16,200 to 3,07 million in August — a record — or 12.8 percent of the work force, the Employment Department said Friday.

In July, adjusted unemployment, which does not include young people leaving school, rose 16,600 to 3,054 million, amounting to 12.7 percent of the work force.

The unadjusted jobless total, which includes students leaving school, rose 15,359 in August to

school, rose 13,359 in August to
3.12 million, or 12.9 percent of
the work force. In July it was
12.9 percent.
Friday's "figures show yet
again the size of the task we all face in improving job opportu-nines and getting unemploy-

With Critical Feldstein Gone, White House Decides Post Is Best Left Vacant

Late interbank rates on Aug. 31, excluding fees. Amsterdam, Brussels, Milan, Paris. New York rates at 4 P.M.

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<u>Japan</u>

3roker Loan Rate Lomm. Paper, 30-179 days Lamonth Treasury 2015 Lamonth Treasury Bills :D's 30-57 days West Germany **Gold Prices** 5.50 5.55 5.80 5.95 4.20 ombord Rate vernight Rate Tance 1114 10% 11% 11% 11% and Zurich, New York Comex current controct.
All prices in U.S.S per ounce.

Market Closings

Financial markets were closed Friday in Malaysia because of a poliday. Financial markets will be closed Monday in the United States and Canada because of a holiday.

By Jonathan Fuerbringer New York Times Service
WASHINGTON — When Mar-

tin S. Feldstein, chairman of President Ronald Reagan's Council of Economic Advisers, left the gov-ernment to return to Harvard in July, the wind went out of the council's sails. And the Reagan administration is seeing to it that it remains becalmed.

The bespectacled Feldstein was the economist who regularly irritated the administration by using the platform of the council chairmanship to broadcast the threat of huge federal budget deficits and the ne-

was attacked by Larry Speakes, the point a new chairman, a decision to be named acting chairman, Mr. White House spokesman, and by Treasury Secretary Donald T. Retion. But he has also chosen not to supporter of the president and "It's an unusual circumstance cult and that, in any case, a Senate even sure I have the authority."

Cult and that, in any case, a Senate even sure I have the authority. "Cult and that, in any case, a Senate even sure I have the authority."

Now there is nary a discouraging word from the two remaining mem-bers of the three-member council. which as originally designed in 1946 was to be the main source of economic advice for presidents.

The administration has made sure, so far, that the council will not be used as the platform for anything, at least before the November election. President Reagan has not

be issued in the parent company's name and exempt purchasers from any withholding tax.

those of Beatrice Foods Co., Bear, Stearns & Co. and Wells Fargo &

Co., were offered initially in the

name of a Netherlands Antilles

subsidiary, with a provision that the debt could be sold in the name of the parent, if the IRS so ruled

However, the absence of a ruling forced underwriters for several is-

sues to delay allotting bonds to

participating groups.

Bond-market sources noted that the United Technologies offering, while small, was just what the mar-

ket was looking for both in maturi-ty and name. "The company is sim-

ply taking advantage of the new regulations," said Peter Tansig, ex-

ecutive director of S.G. Warburg &

prior to the sale's closing date.

Several of these issues, such as

and William Poole, as acting chair-

A chairmanless Council of Economic Advisers is probably the best symbol of Mr. Reagan's wellknown disdain for economists and Treasury Secretary Regan's distaste for Mr. Feldstein's advice and the challenge to the Treasury secre-tary's role as chief economic adviser to the president.

What makes this treatment of cessity of spending cuts and tax moved to fill the vacancy created the council even more pointed is increases to reduce the deficits. He by Feldstein's departure or to apthat the person expected by many

White House's hair.

Speaking of the role of the council since Mr. Feldstein left, Mr. Niskanen said of him and Mr. Poole: "We are staying out of the papers. That reflects my personal choice and Bill's and the limited guidance we have from the White

But Mr. Niskanen is as mystified as others about why there is no acting chairman. "I wish I knew,"
be said. "I am taking the actions manent chairman might be diffi-

touch of understatement.

not made a positive signal, but there have not been negative signew chairman or appointing an

gan, who suggested tearing up the council's annual economic report members. William A. Niskanen Jr. council out of the news and the head," he said with more than a something to consider in a September before an election. have looked for signals. They have

"I think it's unfortunate that the president doesn't have enough confidence in the CEA to designate an nals either."

Officially, the White House, through a deputy spokesman, Marin Fitzwater, said that "we haven't cal role of the CEA is the chairman. focused on it and we haven't made dealing with the president and the any decision" on either finding a very senior members of the White new chairman or appointing an House staff" and the top economic officials and Paul A. Volcker, the chairman of the Federal Reserve.

UTC Issues Eurobond, First Under New Rules

By Marguerite Nugent

LONDON - United Technologies Corp.'s £30 million (\$39.3 million) of five-year Eurobonds, put on the market Thursday, will be viewed as something of a milestone in the Eurobond market because it is the first issue to be offered following a clarification of U.S. tax laws covering such debt. Eurobond managers say.

The withholding tax on interest paid to foreign holders of U.S. bonds was repealed in July and U.S. corporations later were allowed to issue bonds in bearer, rather than registered, form. But underwriters and issuers waited until the Internal Revenue Service ruled on the bonds' tax status. In allowing U.S. corporations to issue debt in bearer form, the Treasury also said they could do so

directly. However, it remained unclear if underwriting firms would have to adhere to the rules covering withholding tax and provide documentation certifying that the purchaser of a U.S. corporate bond was not a U.S. citizen or resident.

O.S. CHEZEN OF TESTICENT.

On Monday, the IRS ruled that foreign firms will not have to com-347.95 348.25 + 0.70 ply with these regulations, although 347.96 348.45 + 1.00 they will still apply to overseas oftendon Ports and Lucian-fices of U.S. firms and to foreign banks that participate in special offerings of U.S. Treasury debt. "The ruling means we can get down to business now," said one

Eurobond manager.

Co., which was lead manager of the offering.

After being issued at par with an 114-percent coupon, the bonds were trading at around 99.75 Fri-

Separately, it was announced in Washington Friday that Treasury officials will travel to Japan and European financial centers early this mouth to explain the planned sales of Treasury securities aimed at foreign investors. Under Secretary Beryl Sprinkel

will head the group that will meet in Tokyo Sept. 10-12. Assistant Secretary David Mulford will lead the European group. Several firms are completing documentation for Eurobonds that Meetings are scheduled in London on Sept. 10-11, Zurich on Sept. 12. were issued for U.S. companies pri-or to the ruling to allow the debt to dam on Sept. 13 and Amster-

2,800 Layoffs Seen in Plan for Creusot-Loire

The Associated Press PARIS - Creusor-Loire, the French engineering company, would lay off 2,800 of its 8,000

workers under a financial rescue plan outlined Friday hy a consortium of industrial and banking interests. The government said the con-sortium will be led by Fives-

Lille, a holding company with engineering interests, and Framatome, the nuclear-plant construction company jointly owned by Creusot-Loire and the French atomic coergy agen-cy. Each will have a 25.5-percent stake in the new company that will be formed to take over certain Creusot-Loire assets. The company will be capital-ized with 250 million francs (\$28.2 million), the government

Other investors include the nationalized steel company Usinor with a 15-percent interest and a pool of four banks led hy Credit Lyonnais with the remaining 34-percent interest.

The broad lines of the rescue

plan had been known in ad-The new company would take over Creusot-Loire's energy, armored vehicle and rail di-

The consortium said a further 900 layoffs would be necessary within two years if international markets did not improve and orders did not pick up. Creusot-Loire went into receivership at the end of June and since has been run hy a courtappointed administrator.

FCA Raises \$1 Billion **In Agency Transaction**

WASHINGTON - Financial stock. Corp. of America raised a quick \$1 billion in cash and received a commitment for \$1 hillion more Friday by selling some of its home loan holdings to the Federal Home Loan Mortgage Corp., officials

In addition, officials of the sepa-rate Federal National Mortgage Association said FCA was completing a swap of \$1 billion in home loans for a like amount of mortgage-backed securities from that

agency.

California's FCA is the holding company for American Savings & Loan Association, the largest U.S. S&L and the center of recent concern by federal regulators. An accounting change asked by the Securities and Exchange Com-

mission early in August turned a second-quarter FCA profit of \$31.1 million into a \$107.5-million loss. Since then, there has been wide speculation in the financial press as worried account-holders and the resultant effect on FCA's health.

In the meantime, the company has taken several steps in efforts to raise cash, including the sale of



\$222 million of American Express

Friday's transaction involved a swap of \$2 billion in mortgages to the Federal Home Loan Mortgage Corp., usually referred to as Freddie Mac, in exchange for the eventual possession of a like amount of "participation certificates," which are interests in the same mortgages.

For now, however, a Freddie Mac spokesman said, FCA will get \$1 hillion in cash and another \$1 billion "over time." The cash involves a repurchase agreement through which FCA takes the money and agrees to use it to huy the participation certificates, or PCs, at a later time.

At that later time, FCA could resell the PCs for cash from another source or use them as collateral to borrow money, according to a Freddie Mac news release.

The agreement with the Federal National Mortgage Association, known as Fannic Mae, involves a to a possible outflow of deposits by swap of home loans for securities that also would he more flexible than mortgages.

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The Looming Gold Revival

and why So Many Will Miss the Play that gold has gone dead as a specula

tive medium, consider the coliber of recently-induced flquidation. The metof was driven down to \$332 by July credit and currency punics that late proved unwarranted. An equally-mis-leading oil-price panic could only push it to \$333; and after a rally to \$358 there was a terminal grain-price scare that could anly depress it to \$341. A major financial publication then ran the headline: "Slower Inflation is Depressing News For Gold Prices"; and there weren't enough emotional sell-ers left to hold it below \$348. Meanwhile, as reviewed in the newest week-ty IOG Equity Growth report, there are high-technology companies grow gold at a rate which has pushed cor mercial demand above global produc-tion—with the trend still gathering momentum, Recent IOG reco tions ranging from Advanced Micro been spearheading the trend with 50 ant leaps since midsummer; and we'll be pleased to send you materia showing how gold will follow suit if you'll take time to telephone, telex o

INTERNATIONAL Offshore Growth,

P.O. Bax 159 Grand Turk, Turks & Calcos Islands, B.W.L. Turopean representative office: 10G, Inc., 4 Rue de la Presse, 1000 Brussels, Tel.; (02) 217-8360 Telex: Brussels 25327.

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NYSE Trading Slowest in Year

NEW YORK — Prices on the New York Stock Exchange were lifted Friday by some last-minute buying. but the volume of 57.46 minute buying. shares was the slowest in more than a year as Wall Street's big players left early for the Labor

Analysts said averages rebounded when some traders replaced borrowed shares sold earlier prior to the three-day weekend. The market will

be closed Monday.

A few oil stocks ran into trouble on reports from London that Libya effectively has discounted the price of its crude oil \$2.80 a barrel by reducing taxes on oil companies producing

its crude.

The Dow Jones industrial average, down about three points most of the day after losing 3.64 Thursday, gained 1.10 to 1.224.38. The Dow lost 12.15 for the week overall but climbed 109.10 points for the month of August.

Advancing stocks led declining ones by a ratio of about 8 to 6. Volume totaled 57.5 million, down from the 70.8 million traded Thursday. It was the slowest since 53 million changed hands Aug. 29, 1983.

"It would be silly to draw any conclusions from today's session since 90 percent of the institutional community is gone for the Labor Day weekend," said Robert Kahan of Montgomery Securities, San Francisco.

"But I think there is going to be a rally after Labor Day. I think the market is going to work its way higher before the elections and if interest rates break, look out."

Some initial selling was triggered by the Federal Reserve's report late Thursday that U.S.

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money supply rose \$1.7 billion in the latest statistical week.

The increase was larger than experts had expected and made already concerned investors more nervous about the course of Fed intentions on the interest rate front. Bonds were firm, although federal funds rates traded at 11% per-

Late Friday, the government reported that farm prices were unchanged in August from July. That was good news for inflation and the consumer, but bad news for the farmer.

Ralston-Purina was the most active NYSE-listed issue, up % to 29% following a block of 1.55 million shares at 28%. Ralston has agreed to buy ITT's Continental Baking unit for \$475 million cash. ITT was unchanged at 27.

Ohio Edison was the second most active issue, up 1/2 to 12 after blocks of 800,000 shares crossed at 11% and 900,000 shares at 11%.

Financial Corp. of America, owner of troubled American Savings & Loan, was third on the list, off 1/2 to 51/4. FCA, which declared a regular quarterly dividend of 17 cents, is expected to abandon its strategy of fixed-rate loans under its new chairman, William Popejoy.

Among the oils, Exxon lost 1/2 to 42/4, Mobil 1/2 to 29/4. Chevron 1/2 to 36/4, Amerada-Hess 1 to 28/4. Phillips 1/2 to 39/4. Atlantic Richfield 1/2 to 49/4. Ohio Standard 1 to 47/4 and Indiana Standard 1/2 to 57.

Hewlett-Packard rose 21/2 to 39/4. The stock fell 21/2 late Thursday on a large block trade. Hewlett-Packard said rumors about the production schedule of its new Spectrum computer were pure speculation.

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Swiss Indicted in U.S. Plot The Associated Press

NEW HAVEN, Connecticut René Schuler, a Swiss national, was indicted Thursday in Bridgeport for masterminding a plot to obtain 400,000 U.S.-made chemical-warfare protective suits for sale to Iran and possibly Afghanistan, according to the U.S. authorities. Three U.S. citizens also were arrested.

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Wholesalers in U.S. Offer Marketing Help

the supply of products. By 1990, the study suggests, three-fourths of wholesale distributors will use on-

sales manager for McKesson's drug know a blasted thing about it,' and I can put you in business."

harmacist, You give us your business, or a good majority of it, and we'll do everything but wait on cus-tomers."

In addition to providing Mr.
Mah with store labels and ordering
machines, every month McKesson
gives him a detailed record of how every product is doing. McKesson figures out what to charge, based on how big a profit margin he

James Robeson, a professor of marketing at Ohio University, who has a special interest in wholesale distribution, said, "It's sort of the s back there and nobody knows million (\$419.2 million).

line computerized order entry sys-tems. The weak economy and high inter-est rates in 1982, for example, McKesson has been doing this caused bankruptcies to run at a rate for a decade. It is the biggest U.S. more than two-thirds greater than wholesale distributor of drugs and the prior year's level. the deficits and change the balance beauty aids. Between the drug busi
It would not be the industry's of fiscal and monetary policy. Unness and divisions that distribute first such experience. From the chemicals and wine and spirits, it 1940s through the early 1960s, as

registered sales last year of more chain stores and group buying pro-than \$4 billion. chain stores and group buying pro-liferated, retailers began circum-"The days of calling your mer-chandiser and saying, I want three cans of Rise Super Gel' are over," venting the middleman and buying straight from the manufacturers to eliminate the middleman's marsaid Joseph Herman, the district gins. Manufacturers, however, discovered that wholesaling was a difgroup in the area, who was visiting ferent game — and a tough one. Mr. Mah recently. "You can come And starting in the middle 1960s, to me tomorrow and say, 'Joe, I the trend toward direct buying be-want to open a drugstore, I don't gan to reverse.

In fact, he added. We tell a Tate & Lyle Extends **Bid for Brooke Bond**

LONDON - Tate & Lyle PLC, a major sugar company, said Friday that it is extending its bid for Brooke Bond Group PLC, a tea and timber company, until Sept. 20 after initial acceptances totaled 0.57 percent, giving it a total of 1.21

Tate's offer, rejected by the Brooke Bond board, consists of one Tate & Lyle ordinary share plus 350 pence cash far every seven Brooke Bond ordinary share, with a quiet or unknown part of business. loan nnte alternative. The bid val-"It's looked nn as something that uses Brooke Bond at about £320

Strategies Of 2 Parties

needed adjustment to lower deficits, lower interest rates and a cheaper dollar, rather than fight it by tightening money and dumping the economy into recession. The case for taking the risks of

transitional inflation or recession is that it has become crucial to shrink the deficits and change the balance less this is done, the persistence of huge structural deficits would, in time, drive real interest rates still higher, dragging national economic growth and aggravating the world debt crisis and the danger to the national and international banking

systems.

If big deficits, which reduce national savings, continue, they threaten to sap capital formation in the United States and curb its productivity growth. This is the central argument against the line taken by some Reaganeuts that deficits don'i maner.

The big Reagan deficits, com-bined with an accommodative monetary policy, mattered, in a positive way, in spurring the economy and bringing down the unemployment rate from its postwar peak after the severe 1981-82 recession, chiefly caused by overly tight

The Reagan approach, promis-ing strong short-run fiscal stimulus, looks riskier than the Mondale approach for the longer run. The irony of the economic policy contest is that the "conservatives" are prepared to live with buge budget deficits while the "liberals" are setting out to bring them down. Each party has stolen the other's clothes.

INTERNATIONAL POSITION

The Lasmo Group

Senior Oil Executives-Australia

LASMO is one of Britain's leading independent oil companies. Hudbay Oil (Australia) Ltd, the Australian subsidiary, is actively exploring nine major concessions in Australia. Todate a very promising discovery has been made which has significance for a large exploration area. As a result the company is preparing to move into the production

The company seeks initially twn top oil men to begin formation of the production

Vice-President Production

The appointee will assume full responsibility for all aspects of the development and operation of the field. This

will encompass all drilling operations and penoleum engineering functions.
The successful candidate will be a

qualified Petroleum Engineer with at least 10 years' experience in production operations. This will include a track record. in start-up situations, and proven managerial performance.

Senior Reservoir Engineer

(Ref. 671052/A)

The appointee will be responsible for determining the optimum develop-ment system and production rates for recovery of the reservoir. Essential qualifications include a de-

gree in petroleum engineering, and at least 8 years' experience in reservoir engineering, including significant experience as a senior.

The company offers a challenging and stimulating professional working environment. The appointee will be compensated with tax-effective packages which include appropriate executive benefits. These appointments offer openended opportunities for personal growth both in Australia and in overseas

SECURITY: No information will be given to our client unless authorised by you

reference number. state acc. qualifications, experience, curre earnings, contact phone number und enclose a passport-size photograph (non-returnable)

PA Personnel Services

PA Consulting Services Pte Ltd
11 Dhoby Ghaut #10-10, Cathay Building, Singapore 0922.
Teles: RS 23193 PERSAD.



TASK FORCE

FOR INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS

as part of the ESPRIT programme a number of

(on temporary 3 to 5-year-contracts) for the scientific and technical management of R & D projects principally in the following fields:

☐ Advanced Microelectronics (CAD for VLSI, Semiconductor Technology Manufacturing).

□ Software Technology.

□ Office Automation and Telecommunications. □ Computer Integrated Manufacturing.

Details of the duties involved and qualifications required, together with the necessary application form, can be obtained from the following address (please quote Ref. 9PT/83):

COMMISSION OF THE EUROPEAN COMMUNITIES

Recruitment Division, 200 rue de la Loi. B-1049 BRUSSELS.

Tel.: 02/235.97.18.

Posts are in Brussels.

Date limit for receipt of applications: 1 October 1984, (postmark). ☐ Age: Ideally under 50. ☐ Science degree. ☐ Two years' practical experience in a position similar to that applied for.

Knowledge of at least two Community languages, including English if possible.

Applicants must be nationals of one of the ten Member States.

Fridays Tables include the nationwide prices up to the closing on Wall Street

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Utility Raises Estimate on Cost Of Seabrook Plant

New York Times Service

NEW YORK — The new management in charge of the Seabrook nuclear project has estimated that it would cost \$4.5 billion and would not be finished until Aug. 31, 1986.

The previous projection was \$4.2 billion to \$4.4 billion, with the plant to start commercial operation between May 1 and Aug. 1, 1986.

Construction at the site in Seabrook, New Hampshire, is proceeding at a reduced rate while Public Service Co. of New Hampshire, which owns 35 percent of the project, seeks additional financing.

Thursday's announcement was made by the New Hampshire Yankee division of Public Service. The division was created at the insistence of the utilities owning the remaining 65 percent of the project, and is to become an independent company as soon as regulatory approval is ob-

company as soon as regulatory approval is ob-

Court Bars Borrowing Plan The New Hampshire Supreme Court Thursday suspended approval for Public Service to borrow \$425 million the company says it needs to avoid bankruptcy. The Associated Press reported from Concord, New Hampshire.

The ruling came two days after the Public Utilities Commission approved the latest financing request by Public Service Co. of New Hampshire.

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S&P 100 Index Options

Aug. 31

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Predicted for France -The Associated Press

The Associated Press

PARIS — France will have a record wheat crop in 1984 and production of other cereals will be sharply higher than in 1983, producers said Friday.

The cereal growers' federation estimated that this year's soft wheat production at 26.8 million metric tons, up 26.8 percent from 1983 and well above the previous record of 21.6 million tons set in 1982. Production of hard wheat should rise 24 percent to 474 000 should rise 24 percent to 474,000 tons from last year while that of barley should jump 61 percent to 673,000 tons, it said.

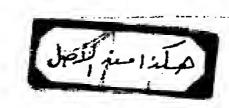
The Daily Source for International Investors.

Cash Prices Aug. 31 Pri 1.45 0.73.00 213.00 24-22 44-67 42-67 42-67 42-67 42-67 48-4 7.45 784 453.00 213.00 77.00 20-214 47.00 1574 1574 1574 London Metals Aug. 31
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Purchasing Agents See Modest Gains

The Associated Press NEW YORK - The U.S. economy remained

healthy in August, but the modest gains indicated that the rate of growth is reaching its peak, the National Association of Purchasing Managers said Friday.

The group's monthly report, based on a survey of 250 purchasing managers at major industrial companies, said new orders grew only slightly in August and production levels were "off a bit after a significant decrease in the rate

of growth reported in July."

Robert J. Bretz, chairman of the association's ousiness survey committee, said the economy is "very healthy as it enters a 'platening' stage."
The latest report "should reassure those who feared the economy was overheating," said Mr. Bretz, who is also director of corporate purchas-

ing for Piney Bowes Inc.

The association said its survey found that most purchasing managers reported slow growth in Angust for employment, production; new orders, inventories, vender deliveries and prices.

BUSINESS ROUNDUP

Tamco Offers to Buy 2 City Investing Units

NEW YORK — City Investing it to assume about \$450 million in Co.'s largest shareholder, Tameo liabilities related to the two units. Enterprises Inc., has offered to buy City Investing's insurance and

group that includes Merrill Lynch its international manufacturing & Co., the investment firm.

City Investing made the Tamco short time later Victor Posner, a companies, said that he was sweetening his bid to \$1.3 billion.

In addition, Mr. Poster said he filed suit in a federal court in Florida seeking to block City Investing's agreement with the Merrill Lynch

group.
Tamco Enterprises, a privately held real estate developer that owns 9 percent of City Investing's stock, offered \$1.225 billion in cash for the insurance and lodging units, minus the value of Tamco's 3.31 million City Investing shares.

City Investing's common stock closed Friday at \$41.125 a share, up 37½ cents, on the New York Stock Exchange. That would give Tamco's stake a current market value of about \$136 million.

The insurance unit is Home Group Inc., which is City Investing's largest business, accounting for 39 percent of its 1983 revenue. The lodging subsidiary is Motel 6 Inc., which operates nearly 400 moderately priced motels in the

Tamco said its offer also calls for it to assume about \$450 million in If all the proposed sales are completed, City Investing - which bemon m cash.

City Investing already has agreed to sell its printing and domestic manufacturing subsidiaries for \$1.251 billion to see the second subsidiaries and subsidiaries are selected as a \$5.95-billion diversified company — would be left with only its General Development Corp. and Wood Bros. Homes Inc. housing units. its Second subsidiaries for \$1.251 billion to see the second subsidiaries are selected as a \$5.95-billion diversified company — would be left with only its General Development agreed to sell its printing and domestic manufacturing subsidiaries. gan the year as a \$5.95-billion di-

John Herndon, a City Investing mnouncement Thursday, and a spokesman, said earlier Thursday that "we have not adopted any gen-Miami Beach financier who had eralized corporate strategy that made a rival \$1,255-billion offer for the printing and manufacturing er at this stage." But he said the printing and manufacturing er at this stage." But he said the company "has the responsibility to consider and evaluate" any "genuine offer."

The company's proposed unrav-eling came after it received two offers to acquire the entire company — one for \$2.3 billion from a group led by Merrill Lynch, and one for \$2.4 billion from Mr.

In conjunction with the Merrill Lynch proposal to buy the whole company, Tamco then had said it would buy the insurance and lodging units for \$1.125 billion in cash, again less the value of its City Investing stock.

But instead of accepting either of those offers, City Investing agreed to a new \$1.251-billion offer made by the Merrill Lynch group for just City Investing's domestic manufacturing and printing units.

Mr. Posner then made a counter offer for City Investing's manufac-turing and printing subsidiaries, but City Investing rejected it.

Hutchison Profit Up 40% in Half; Flat Year Seen

HONG KONG - Hutchison Whampoa Ltd. said Friday that earnings in the first half of 1984 rose 40 percent from a year earlier. Profit for the full year may reach last year's level of 1.12 billion Hong Kong dollars (\$143.6 million) despite difficult trading conditions for its property division, the chair-man, Li Ka-shing, said.

Mr. Li previously had said in the company's annual report for 1983, released in March. that profit in 1984 and 1985 would be reduced by payment of a special cash bonus totaling 4 dollars a share.

Hutchison reported that profit for the first half rose to 606 million dollars from 434 million dollars a year earlier.
Mr. Li said profit from the
property division will decline
until the first stage of the Hunghom development, an 11,000-apartment residential site at the southern tip of Kowloon, starts producing income in 1986.

Hong Kong's buoyant exter-nal trade and a resulting increase in goods moving through the container port will benefit Hutchison's shipping services division but the ship-chartering ousiness may incur some losses. Mr. Li said.

The trading division showe substantial increase in volume in the first half of 1984, but profit remained level with the first half of 1983, he added.

Chief Says German Ford **May Post Loss**

COLOGNE — A net loss by Ford-Werke AG, the 99.8-percentowned West German subsidiary of Ford Motor Co., is possible this year, the chairman, Daniel Gocudevert, said Friday.

Ford-Werke had a 150.6-million Deutsche mark (\$5.22-million) net profit last year.

Mr. Goeudevert said at the anoual meeting that a loss is possible because of considerable rises in marketing and advertising costs because of strong pressure from foreign competitors, as well as lower than expected new-car registrations in West Germany.

He said registrations had been affected by consumer and industry uncertainty about government proposals, as yet still vague, to make it compulsory for new cars to use lead-free gasoline from 1986.

Other factors that he cited were high unemployment, which was holding down consumer spending, and a seven-week labor dispute over working hours in the metal industry earlier this year. The dispute forced Ford to halt some production when vital parts ran short. The company lost output of 25,000

Ford's market share rose to 12.4 percent in the first half from 12.1 percent a year earlier, but fell back to 11.5 percent in July. Sales in the first seven months fell 1.9 percent, Mr. Goeudevert said, without giving details. For the West German industry the drop was 4.5 percent

COMPANY NOTES

miel, is seeking a cash payment of as much as \$50 million from Warner Communications Inc. after encountering difficulty in collecting debts owed to the home video

game and computer business, the Los Angeles Times reported. Seltrust Holdings Ltd. of Perth, Australia, a mining unit of British Petroleum PLC, is considering a financial restructuring. BP has said it is prepared to make available only limited further loans. Seltrust reported a loss of 876,000 Australian dollars (\$746,000) in the first half, down from a 4.91-million loss previously, but forecast significant second-half losses.

can Motor Co. in Bridgewater, New Jersey, has been sold on con- Litton Industries, a maker of the move was worth about 10 mildition that John Z. De Lorean business machines and information in Swiss francs (\$4.16 million). place \$675,000 of the proceeds into systems based in Beverly Hills, Calan escrow account pending the res- ifornia, said it would purchase a pany, New Jersey, said it would go along

LOW COST FLIGHTS

olution of two lawsuits against Mr. 14.3-percent equity interest in De Lorean filed on behalf of De Gildmeister AG, a West German Lorean Motor Co.

Komatsu Ltd. said that falling

overseas sales of its construction equipment caused its profit to fall 6.1 percent to 13.86 billion yen (\$57.6 million) in the first half of 1984, compared with 14.76 billion yen a year earlier. Revenue fell 8.2 percent to 352.72 billion yen from 384.218 billion yen.

Limited Inc., the largest U.S. women's apparel specialty retailer, to have I selection. The banks, which had lent about 20 billion pesos and own 87 percent of Marindague, were the only bidders.

ts to buy Lucky Stores Inc.'s Atherton Industries Division, which operates 240 reduced-price young women's fashion apparel stores in California, Texas and other West-Quality Assurance Center, a for-mer distribution center for De Lor-proximately \$120 million. The purern states. Its annual sales are apchase price was not disclosed.

machine-tool-systems producer, for about \$4.2 million.

Marindaque Mining & Industrial Corp.'s nickel refinery has been bought by Development Bank of the Philippines and Philippine Na-tional Bank for about 14.8 billion

its stake in Handelsfinanz Midland Bank of Geneva to 85 percent by buying the 16-percent interest held by Banca Commerciale Italiana, as agreed to when Midland became majority shareholder in the Geneva bank in 1982. Industry sources said

Nabisco Brands Inc., of Parsip-

offer to buy shares from sharehold ers holding 99 or fewer shares. It said the offering price would be the closing market price on the date shares are received, but in no event less than \$47 a share.

Pratt & Whitney Aircraft Group received \$196 million in two Navy contracts and a \$67.1-million Air Force contract, the Defense Department said.

Texaco Inc.'s proposed merger with Getty Oil Co. was the subject. of a court hearing. Judge Benjamin Diaz of Sacramento County Superior Court said he will rule in a few days whether to grant a preliminary injunction on antitrust

Western Airline's 1,200 pilots have approved new salary and ben-efit concessions that would save the company \$107 million by the end of 1986 if the rest of the unions also

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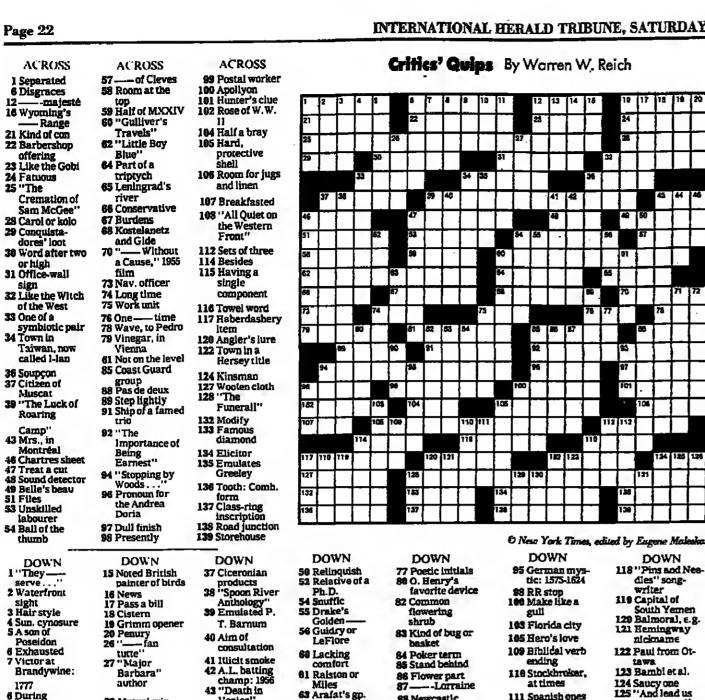
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THE FOURTH PROTOCOL

6 During 9 Tumbler's

10 Old English

11 Ocean plant 12 Thin plate

13 Actress Gray 14 Insect product

letter

By Frederick Forsyth, 389 pp. \$17.95. Viking, 40 West 23d Street. New York, N.Y. 10010.

Reviewed by Roderick MacLeish

F REDERICK FORSYTH has become a rich man writing thrillers starting with "The Day of the Jackal" and proceeding on through "The Day of the Jackal" and proceeding on through "The Odessa File," "The Dogs Of War," etc. He has also become, apparently, a British Tory who regards the present Labor Party as a nesting place for Hard Left sleep-ers who will, on a given day, awaken to do the Soviet Union's bidding.

32 Mutuel-win-

34 Meat sauces

--bitty

college in Ohio

dow sign 33 ''...

36 Town or

But Forsyth's new novel, "The Fourth Protocol," is not a hot-eyed tract. Forsyth is, first and fore-most, an entertainer. His political proclivities provide him with basic assumptions on which his story is based; they are not obsessions which the story must serve and justify. As a reporter he has furnished his new novel with plausible sounding descriptions of power's physical establishments — British, Soviet and South African.

BOOKS

dance

voters

71 Certain college

72 Foarn-covered

74 Sponsorship 75 Computer-key

Venice"

44 Chinese

dynasty 45 Chemical

suffix

46 Conscript 47 Jones of filmdom

88 Newcastic

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group

90 A TD earns six

93 British V.1.P.

"The Fourth Protocol" (the title is derived from a subclause of the 1968 Nuclear Non-Proliferation Treaty under which the signatories agree not to smuggle ouclear devices into each other's territory) begins on New Year's Eve, 1986. Margaret Thatcher still governs Britain, she is preparing for one, last election campaign against Neil Kinnock's wishy-marky. I about lendership and there is a jewel heist washy Labour leadership, and there is a jewel heist in a fashionable London apartment house. The thief steads a briefcase in which to carry away his swag. discovers that classified documents are hidden in its lining and, patriotic British bood that he is, mails

them back to Her Majesty's appropriate ministry. This triggers an MI-5 investigation of who's leaking secret documents and to whom. Enter John Preston, mid-40s, a former army intelligence opera-tor in Ulster, now employed as a second-echelon civil servant in MI-5. If "The Fourth Protocal" has heroes, Preston is one of them. He is an attractive, low-keyed man - divorced, underpaid, harassed by

Solution to Last Week's Puzzle

Canadian Stock Markets

111 Spanish ones

112 Wallet items

113 Subjected to

116 Like O'Neill's

ablation 114 Blessed

ters.
The other hero — in that he, like Preston, engages
Scheine a solitary battle

"The Fourth Protocol" has people in it, unlike the one-dimensional characters of "The Day Of The Jackal" and "The Dogs Of War." They are interesting people, even the repellent ones. Four books and a few million dollars after "Jackal" Forsyth has become a well-rounded novelist. "The Fourth Pro-

Yank 117 Clothed verb 131 Pindar product the old networks and career ambitions of his mas-

our interest as a man fighting a solitary battle against his country's bureaucracy and leadership is General Yevgeni Sergervitch Karpov of the Soviet KGB. Karpov, a specialist in British affairs, discovers that an important anti-British caper is in the Moscow works and that the KGB has been excluded from it. Boring in from the outside, Karpov finds out about Plan Aurora — a scheme concocted by the aging (and unnamed) General Secretary of the Soviet Communist Party and four confidences — including a by-now-decrepit Kim Philby, the British traitor who defected to the Soviet Union in 1963. not—...' 126 Worst, in ∈ way

128 Querist's word

129 Ab—(from the beginning) 130 Decalogue ad-

Under Plan Aurora a Soviet agent is smuggled into Britain. He is supposed to detonate a small nuclear device near an American air base a few days before the forthcoming British general election. In the least plausible part of Forsyth's plot, the bomb blast is supposed to scare 10 percent of the British electorate into voting Labor. Once in power, Neil Kinnock will be deposed and Britain's first Marxist-Leninist prime minister will take over, unilaterally disarming the country, kicking out the Americans, withdrawing Britain from NATO and otherwise making the old goats in Moscow drool with happi-

Back in Britain, John Preston is supposed to uncover the the plot before it's too late. As usual, no spoiling the fun here by telling you how it all comes

tocol" is his best book so far.

Roderick MacLeish is a news commentator on National Public Radio, U.S.A. His most recent navel is "Prince Ombra." He wrote this review for The Washington Post.

Amsterdam

-) in the 11-0 Fills **PEANUTS** OR A BUCKET MOST PEOPLE AREN'T AWARE THAT YOU CAN FLOAT POWNSTREAM FROM OF COURSE, IT ALL IT DOESN'T TAKE DEPENDS ON WHETHER VERY LONG, EITHER YOU GO IN A RUBBER BUILLHEAD CITY TO NEEDLES. RAFT, A ROWBOAT ... CONTRACTOR OF THE PARTY OF THE BLONDIE THOUGHT YOU YOU HAVE ALL MY SHAME ON YOU! AND 4 BESIDES, IT'S MUCH TOO HOT TO BE FIGHTING! MIGHT NEED YOUR TOOLS WHEN I & SNOW SHOVEL NEED THEM! BEETLE BAILEY OKAY, HOLD SARGE! WE WARNED YOU NOT SHOOT! WALKER IT! TO SERVE MEATBALLS AGAIN OR WE'D THROW THEM IN YOUR FACE ANDY CAPP SHE'LL BE LUCKY. I CAN'T EVEN GET HIM INTERESTED IN CHANGING HIS SOCKS GO AT HIM, FLO

WIZARD of ID YOUR FRIEND, ONE NEVER THE SHELF, HUS CHECK THAT. LOOKS A GIFT SENT YOU ONE HIS POESNT HORSE IN THE OF HIS TEETH LEAVE MOUTH STALLIONS MUCH REX MORGAN



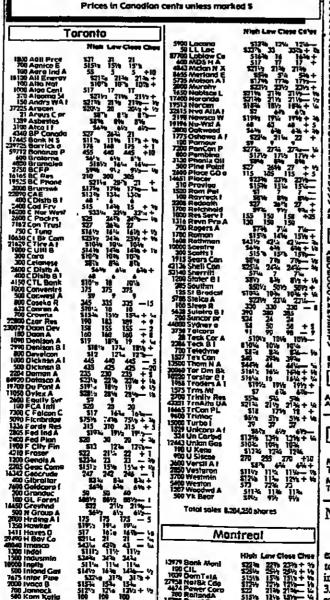


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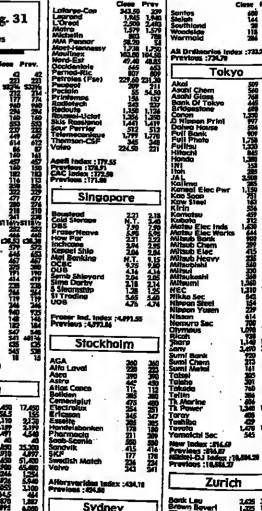


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Kaiser said Thursday that it has posted losses of more than \$6.3 million on its brick plants so far



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SPORTS

Sukova Upsets Jordan Early; Arias Also Falls in U.S. Open

NEW YORK — Helena Sukova of Czechoslovakia round. set Kathy Jordan, 6-3, 6-3, on Friday to reach the ird round of the U.S. Open tennis championships. rdan, a semifinalist at Wimbledon this year and the th seed here, was guilty of 24 unforced errors in the -minute match

"I thought I had a good game planned," Mayer saw.

"I thought I had a good game planned," Mayer saw.

"We've practiced quite a bit, played Davis Cnp togethwe been working real hard for the Open the last two

ecks. My coach came over from Prague. I felt my

make was presty good. I wanted to go out there and try

"I thought I had a good game planned," Mayer saw.

"We've practiced quite a bit, played Davis Cnp togethex, so I know his game. But not having played him in a
match before, I didn't know quite what to expect."

Mayer, whose best showing in nine previous U.S.

Opens was a quarterfinal loss to John McEnroe in y best and fight for every point.

Gene Mayer, meanwhile, beat his old Davis Cup teammate, sixth-seeded Jimmy Arias, 6-4, 6-2, 6-3, making Arias the first seeded men's player to be ated from the tournament.

1982, repeatedly rushed the net while Arias, a semifi-Pam Shriver, the fourth seed, and 15th-seeded Barnalist a year ago, remained at the baseline. (AP, UPI)

Perulaitis, Out of Doldrums, Gains 3d Round

By Roy S. Johnson

NEW YORK - Last year, Vitas erulaitis was out of shape. He was so out of money, which, he said, came the primary reason that he nunued to play competitive tens, despite any real success in mar tournaments. Several embarssing losses forced him out of the p 10 ranking for the first time

His bankroll is now solid again, d so, it appears, is his game. The Janu Ocleppo of Italy on Thurs-y. 6-1, 6-4, 6-0, to advance to the ird round.

"I was in a hole for a little rule," Gerulaitis said, talking reut his finances. "I had a few al-estate deals that didn't come rough. I'm out of the woods now, I don't have to play just to make

Without that pressure, Gerulaitis again playing with the kind of YOU among New York fans, ith his blond shoulder-length cks flowing, he dispatched en startled himself, "Yeah, somenes I'd hit a shot that I couldn't :lieve," he said. "I was really surised how my game just came all gether because at Wimhledon I is playing OK but oot great." Ocleppo, ranked 110th in the

sing the first two sets and unin- traj last Tuesday in the Association lissa Gurney,

Thursday, the third day of the tournament, drew another sellout crowd, 18,761.

mez beat Mike Bauer, 6-0, 4-6, 6-3, 6-2. Martina Navratilova beat 20-yearold Andrea Leand, 6-4, 6-2, and second-seeded Chris Evert Lloyd routed Terry Holladay, 6-1, 6-1. Third-seeded Hana Mandlikova

beat Tma Scheuer-Larsen, 6-2, 6-0. Before either Navratilova or Lloyd won their matches on Thurs-— in 61 minutes and 59 minutes, respectively — Gerulaitis spoke our about the level of women's play, saying that Navratilova's dominance differed from John McEnroe's among the men.

"Ninety-five percent of the women can't play," he said. "Only 5 percent can. Seventy-five percent of the men can play. McEnroe can be beaten if he has a bad day. Look eleppo with such ease that he at what happened last week Amritraj isn't even in his class and he beats John because he played a great match, Something disastrous has to happen to Martina in the

morning for her to lose." McEnroe, top seeded here and ranked No. 1 in the world, lost a appeared distraught after first-round match to Vijay Amri-

spired through the remainder of the of Tennis Professionals champion-

ships at Mason, Ohio.
There has been speculation recently about the possibility of Navratilova facing a man in a match, Fourth-seeded Mats Wilander climinated Michael Kures, 7-6, 6-3, 6-4, and fifth-seeded Andres Go-Tarr, a 25-year-old left-hander Tarr, a 25-year-old left-hander from South Africa, was unwittingly involved when Gerulaitis said he would "bet his house" that the No. 100-ranked male player could beat Navratilova. Tarr is currently ranked 100th by the ATP comput-

> After defeating Leand, Navrati-lova said: "Well, I'll tell you what. He could be sorry about that one. If I got to pick the surface and the number one hundred guy, I think I'd have a shot at it."

Lloyd felt differently. "I agree with Vitas," she said. "I think she'd lose in the top hundred men. You can't compare Martina or any of the women to the men. I play my hrother. He beats me, and he's not even ranked. There are so many top college players out there that you don't even consider.

As far as excitement, the day's most wrenching match involved 10th-seeded Eliot Teltscher. He defeated Mark Dickson, last year's surprising quarterfinalist, 3-6, 6-4, 2-6, 6-3, 7-6.

Rosie Casals, who is 33 years old, was elminated by someone less than haif her age, 15-year-old Me-



Houston, takes over for the Oilers; and at Cleveland, Paul McDonald Pete Rose, player-manager of the Reds, sliding home safely as Jose DeLeon, the Pirates' pitcher, looks on. Rose ran home on a wild pitch by DeLeon during the Reds' 4-1 victory.

Blue Jays Rally to Top White Sox, 4-3, Overcoming Seaver With 2 Outs in 9th

heat Detroit, 2-1.

CHICAGO - Tom Seaver, just one strike from victory, was unable to hold the lead in the ninth inning as Lloyd Moseby's two-run pinch single capped a three-run rally that

lifted the Toronto Blue Jays to a 4-3 victory Thursday over the Chicago White Sox. Moseby's hloop hit to shallow left field with two out scored George Bell and pinch-runner Rick

Willie Upshaw singled with one out in the ninth and went to third

BASEBALL ROUNDUP

on Bell's single. Willie Aikens singled in Upshaw and the runners advanced to second and third on an infield out, Moseby, batting for Jesse Barfield, then blooped a single to the opposite field.

Seaver has 12 victories but he has pitched well enough to be approaching the 20-victory mark. On Thursday night, Seaver's luck turned sour again as the White Sox stranged 14 stranded 14 runners and backed him with only three runs.

Red Sox 9, Twins 3 Minneapolis, Wade Boggs and Dwight Evans each had three hits, and Al Nipper pitched a sixta, 9-3. Boggs singled in two runs, and Evans singled in another in a four-run fourth.

The four-run fourth.

The four-run fourth and a double, and the Expos shapped a six-game losing streak with a 5-2 victory over Los Angeles.

The four-run fourth and a double, and the Expos shapped a six-game losing streak with a 5-2 victory over Los Angeles.

The four-run fourth and the four-run fourth and the four-run fourth and the four-run fourth.

The four-run fourth and the four-run four

Mariners 2, Tigers 1

In Kansas City, Missouri, Buddy Bell singled in one run and scored another on Pete O'Brien's triple in the first inning to back Charlie Hough's seven-hit pitching and lead Texas over Kansas City, 4-3. The Rangers jumped in front, 2-0, in the first when Billy Sample

Brewers 7, Indians 6

run in score and foiled a five-run

comeback by Cleveland as Milwau-

Cubs 8, Braves 3

batted in the 10th, with Bob Dernier's infield hit leading it off against reliever Gene Garber (2-4).

Expos 5, Dodgers 2

Reds 4. Pirates 1

In Montreal, Dan Driessen

In the National League, at Atlanta, Keith Moreland singled in

runs to highlight a five-run 10th inning that gave the Cubs their fifth straight victory, an 8-3 triumph over Atlanta. Eleven Cubs

kee beat the Indians, 7-6.

Rangers 4, Royals 3

walked, stole second and scored on Bell's single and Bell scored on O'Brien's triple. wild pitch with one out in the eighth inning allowed the winning

Giants 6, Phillies 5

two-run homer with none out in the ninth inning in lift the Giants to a 6-5 triumph over Philadelphia in the opener of their douhleheader.

Joel Younghlood led off the ninth changes in the NFC, with the bigwith a single, and Leonard hit his 21st homer. Mike Schmidt hit his 27th home run. In the nightcap. Mark Davis walked pinch hitter In Milwaukee, Mike Jeffcoat's Sixto Lezcano with the bases loaded and one out in the ninth to lift the Phillies to a 6-5 victory.

indicates that the rule discrimi-

subjects such as English, math and

science and minimum scores of 700

nates against blacks.

wo unearned runs in the eighth to a 4-1 victory over Pittsburgh. Jay

Phillies 6, Giants 5

quarterback for the Dolphins. The New York Jets traded away Rich-ard Todd to New Orleans and named untested Ken O'Brien as his replacement. O'Brien is now being Tihbs raised his record to 3-2, and Jose DeLeon fell in 6-12,

Tibs raised his record to 3-2, and Jose DeLeon fell in 6-12,

Tibs raised his record to 3-2, and O'Brien's current involvement in an account social

WASHINGTON — The head of NCAA's Special Committee on Aca special National Collegiate Athademic Research and released

letic Association committee has Thursday, said that while only 15

recommended changing the rule percent of all students do not that sets strict academic qualifications for first-year students in college sports because a new study dent athletes.

Under the rule, adopted last year ply discriminates against a large

In the AFC West, an injury in Bill Kenney has forced Kansas City to go with second-year man Todd In Philadelphia, Jeff Leonard hit Blackledge. Dave Krieg, who displaced Jim Zorn last season and led

regular season Sunday.

son. And only ooc team, Kansas City, was forced to change because

The biggest quarterback turn-over took place in the AFC Central Division, where three of the four

clubs will have oew quarterbacks this season. David Woodley, ac-

quired from Miami in R trade, takes

over for the retired Terry Bradshaw at Pittsburgh; Warren Moon, who ended a bidding war by choosing

replaces Brian Sipe, who left for the

In the AFC East, Dan Marino,

who took over as a starter for Woodley in the sixth game of last season, has become a fixture at

United States Football League.

gest taking place in Dallas. Danny White, who threw for a club record 29 touchdowns last season, has been ousted in favor of Gary Hoge-Gary Danielson has beaten out Eric Hipple at Detroit, and Todd

NCAA Unit Urges New Academic Rule

Gwendolyn Norrell, who headed

Athletes forced by academic

the committee, said the rule "sim-

has bumped his close friend Ken NEW YORK - When in doubt, Stabler to a backup role in New change the quarterhack. That Orleans. Phil Simms, pushed mto a seems to be the theme as the Na-reserve role by Scott Brunner last tional Football League opens its season, is back as No. 1 quarterback for the New York Giants. to stop the Los Angeles Raiders

With New Quarterbacks

Of the 27 contenders attempting Oddsmakers' Choices Here are the odds from Harrah's from joining Pittsburgh as the league's only four-time Super Bowl champion, 11 will have different players calling signals than the quarterbacks who opened last sea-Reno Race & Sports Book, with home teams in bold:

New Orleans 6 over Atlanta Washington 4½ over Miami San Diego 3 over Minnesota Giants 2 over Philadelphia Pittsburgh 6½ over Kansas City San Francisco 21/2 over Detroit Chicago 6 over Tampa Bay Green Bay 3 over St. Louis New England 21/2 over Buffalo Denver 1½ over Cincinnati Jets 1½ over Indianapolis Raiders 6 over Houston

Monday Seattle 5 over Cleveland Rams | over Dallas

Raiders, 49ers Picked to Play In Super Bowl

NEW YORK - The Los Angeles Raiders and the San Fran-cisco 49ers have been picked to meet in the Jan. 20 Super Bowl XIX in a nationwide poll of the Pro Football Writers of America. The Raiders were chosen in repeat as Super Bowl champi-

Miami was picked as the runner-up to Los Angeles in the American Conference, and Washington was second in San Francisco in the National Con-

The study looked at high school

and college academic records of more than 16,000 student-athletes

who were enrolled as first-year stu-

Of those admitted in 1977, 69

percent of the black males had

This showed the researchers that

dents in 1977 and 1982.

The voters picked Joe Mon-tana, 49ers' quarterback, as the favorite to win the group's trophy as the National Football League's most valuable player.

The study, commissioned by the can study, commissioned by the can are study.

country — hlack athletes — and 1 personally think we're going to have in modify it."

Athletes for a standardized test scores too low to qualify to play sports in their first year, although 54 percent of them eventually were graduated.

Norrell said.

Friendship Games Close in Fanfare As Soviet Defends Olympic Boycott

MOSCOW — The Friendship 4 Games have ended with the trumpering—their sporting Olympic-style opening ceremony herewenents and taking a final on Aug. 18 in the same stadium

. The Soviet Union scored a final umph Thursday hy winning the iskethall championship. The esident of the Soviet Olympic immittee, Marat Gramov, pro-... umed the Games more successful

At a closing ceremony in Mos-w's Rossiya Hotel, Gramov reit-ned that the Soviet Uniou and 14 s Angeles.

were opened. The ceremony launched two weeks of competition in nine sports. Competition was held in several communist countries, including

Cuba, site of the boxing tourna-Though the Russians insisted that their Games were not meant to rival the Olympics, Gramov said that Friendship athletes had set 18 world records, compared to 11 at

rose to watch a film of the Friend-ship '84 flame at Lenin stadium field, gymnastics and basketball. burning out. The flame was lit in an Nothing like Olympic fever was

generated-by-the Games, although Muscovites were enthusiastic specas: at the Olympic Games they where the 1980 Moscow Olympics tators, and television showed hours of competition throughout the day. A few athletes emerged as stars. The East German schoolgid Sylvia

Gerasch broke the world record in the 100-meter women's hreaststroke. Her comparious also broke
two relay marks, swimming the 4x
100-metter freestyle in 3:42.41 and
the 4x 100-medley in 4:03.69.

The Seattle, Jack Perconte circled
the bases on a bunt as throwing the best of the bases on a bunt as throwing the 4x 100-medley in 4:03.69.

The Seattle, Jack Perconte circled
The Seattle, Jack Pe The Soviet swimmer Sergei Za-

bolomov was the only man to break a world record, clipping Rick Carey's mark of 1:58.93 to 1:58.41 in the 200-meter backstroke.

Virdon Dismissed by Expos;

it was determined that it was in everyone's best interest that a change be made at this time. I asked Jim [Fanning] to come in and

do a relief job.

"He was excited about it, and at this time I can't say he won't be here next year. But for the time being I want him to win as many

13th year as a major-league skip-per, was known to be a laid-back manager who let his teams play. Many observers felt that the Expos had the potential to win the Na-

64-67 record, 141/2 games out of

sons with the Expos. He previously whatsky, U.S. 43, 43, 44, 7 Todd M managed the Pittshurgh Pirates, 21 Green between 4-1, 21 Green between U.S. def. Thomas managed the Pittshurgh Pirates, New York Yankees and Houston

The 56-year-old Fanning first took over as manager of the Expos on Sept. 8, 1981, and guided the club to its only division title — in the strike-shortened split season. He remained at the helm through the following season.

SCOREBOARD

Tennis

Helen Sukova, Czechoslovakia, del. Kathy Jordan (5), U.S., 43, 43, Pam Shriver (4), U.S., del. Wandy White. ver (4), U.S., def. Wondy White.

Holy, 3-6, 6-1, 6-0. sie Gadusek (12), U.S., def. Parn Casale. U.S. 24 63 64 worl (141, Hungary, def. Elisa

Petro Delines Jouch, Switzerland, def. Pe-fre Kespeler, West Germany, 4-0, 7-4 (7-2); Ames Minter, Australia, def. Amorekia Sku-tersko, Caschoslovekio, 4-2,4-1; Alima Jauso-vac, Yugaslovia, dyf. Ann Henrickson, U.S.-6, 1,7-4 (8-4); Sylvia Haniko, Wast Garmany, def. ermony,def. ikla, 6-3, 6-3. Koferine Skronsko, Czechostovskie, 43. 43. Burbera Gerjan, U.S., def. Kofe Gomper, U.S., 42. 4-1; Anne White, U.S., def. Etsuko Inoue, Japan, 4-3, 4-4, 7-5; Bettina Bunce, West

Transition

BASEBALL American League BALTIMORE—Called up John Pacella and Bill Swopperty, pitchers, from Rochester of the International League, effective Sept. 1. Catled up Victor Rodriguez, infielder; Larry Sheets, outfielder, and Ron Jackson, first baseman, from Rochester, effective Sopt. 4

bosemon, from Rochester, effective Sept. 4
Colled up Ken Dixou, effective of the Conference of the Con

League.
PITTSBURGH—Placed Dale Berru, storistop, on the 15-day disabled list. Recalled Jo Orsulate, outfletder, from Hawaii of the Paci

Ic Caast Leonue.

SAN OIEGO—Recalled Ran Roanicke, outReider: Doup Gwoedz, cotcher, and Flavd
Chiffer, pitcher, from Los Vepas of the Pacific
Coast League, and Eddle Miller, autileider,
from Reno of the Colifornio Leogue.
SAN FRANCISCO—Traded Renia Martin,
pitcher, to Philadelphia for George Riley and
Kelly Ogwas, pitchers, to complete the Irade
that sent At Otiver from San Francisco to
Philadelphia, Ausigned Downs to Phoenix of

Hotional Baskethan Association HOUSTON—Acquired Hank McDowell for ward, from Las Angeles for a 1985 third-round

FOOTBALL

KANSAS CITY—Signed Larry Ricks, running back, Placed Mike Dennis, cornerbook on waivers.

LA RAMS—Placed safety Johnnie John son, defensive and Gary Jeter, light and Mike Borber and affensive tackle Gary Kowalski on Injured reserve. Re-signed linebackers Mike McConald and Ed Brady, correspond

tracts.

SEATTLE—Assured Dine Monglare, nose tockle, on waivers. Released Darrell Irwin, detensive and.

WASHINGTON—Acculred Merris Towns, offensive tockle, from the L.A. Raiders for on undisclosed 1485 draft selection. Placed Curl

LAS VEGAS - Tim Withergames as he can." The 53-year-old Virdon, in his

"I'm looking for it to go no fur-ther than five rounds," Wither-spoon said. "I want to let people

only loss was in a controversial split decision to Larry Holmes. He carries one of three different heavyweight titles currently promoted. The others belong to Holmes, recognized by the International Boxing Federation, and Gerrie Coet-zee, recognized by the World Boxing Association.

Witherspoon was a solid 2-1 favorite, according to the betting line on the Las Vegas Strip, but Thomas

er," Thomas said. "I see him as a good fighter, but I know I can beat him. He says he'll knock me out, but I've never even been knocked

Witherspoon weighed in Thurs-

day at 217 pounds (98.6 kilos), a

and proclaimed himself in great

(AP) against Greg Page in March.

Kuhn's Order: Cubs Keep Sunshine But Forfeit Home-Field Advantage

No lights in Wrigley Field, temporary or permanent.
No change in the National League playoff schedule.
No Chicago Cubs postseason home games played in other teams'

 One slight change in the World Series schedule.
 Kuhn has decided that if the Cubs make it to the World Series, then the home-field advantage will switch to the American League. This means that Games 3, 4 and 5 (on a Friday, Saturday and Sunday) will

League East, then the first two games will be played in the sunshine at Wrigley Field on Oct. 2 and 3, a Tuesday and Wednesday.

"We have reduced the loss by changing the World Series schedule,"

Washington Post Service NEW YORK - The baseball commissioner, Bowie Kuhn, has

No major concessions to the preferences of network television or

be scheduled for Wrigley Field, rather than Games 1, 2, 6 and 7, as originally planned. Since the two weekend games would have been played in the daytime anyway, only the Friday night game would have

Kuhn said of the potential television revenue, "but the loss will still be very substantial." An educated guess is that Kuhn's solution will cost baseball owners between \$3 million and \$4 million. Perhaps, \$175,000

The state of the s

MEN
Second Round
Sene Mover, U.S. def. Sleve Denton, U.S.
44, 44, 74 (7-5), 43; Tim Movothe, U.S. def.
Gene Mover, U.S. def. Jimmy Arios | 6),
Leo Polin, Finiand, 44, 44, 34, 41; Bill Sconlon, U.S. def. Mortin Davis, U.S. 44, 43, 74;
Ivon Lend (2), Canoniovokia, def. Eddle
Kan Flich, U.S. def. Vi)oy Amritral, India,42,
Identrate, Senth Attack 24, 74, 14, 24, 1

def. Steram January U.S., def. 21: Greg Holmes, U.S., def. Sweden, 6-2, 6-4, 7-6 17-3).

Baseball

Thursday's Major League Line Scores

Standings NATIONAL LEAGUE EAST W L Pd.

Chicago New York Philodelp St. Louis 57 76 A29 22
WEST
77 55 583 —
68 64 597 10
65 48 49 1212
43 71 A70 15
55 78 A14 2212
55 79 A10 23 Sen Diego Houston Alignia Los Angeles Son Francisco AMERICAN LEAGUE

EAST W L Pct. GB 67 47 549 — 161 538 15 71 61 538 15 71 64 538 15 71 64 52 16 6 6 75 54 279 56 78 57 8 418 31 19185T WEST

Keneas City 961 860 226—3 8 1 Hough, Schmidl (9) and Scott; Gubicza, Huismann (8) and Slaught, W—Hough, 14-12. L—Gubicza, 9-11. Detroit see one cor.—1 7 2 Seattle 08 868 823—3 4 0 Morrie and Porrish; Beoffie, VondeBero 19), Nunez (9) and Kearney, W—Beoffie, 10-15, L—Morris, 17-9. 000 000 007--1 7 2 000 000 025--2 4 0

FOOTBALL League
GREEN BAY—Placed Johnnie Grov, satety, on the injured reserve itst. Added Ed West,
light and, to the raster.
HOUSTOK—Signed Mike Kannedy, safety.

per countries, mostly its East-Los Angeles. x allies, were right not to go in There were some disappoint-ments. The Soviet swimmer Vladi-mir Salnikov failed to beat his own Fanning Named as Manager No world records fell in track "Boundless commercialization" and field, but 23 performances aracterized the Summer Games, would have gained medals at the Olympics. All but three were in field events, a traditional strength told an invited audience. Speak-g of the boycott, he said: "The world records in the 400 meters and tional League East. But the Expos are in fifth place this season with a 1,500 meters. But he beat the nosphere of Los Angeles once Olympic gold medal times.
East Germany, whose athletes were said by other competitors to be hitterly disappointed at missing MONTREAL - Bill Virdou has of the East bloc. been dismissed as manager of the ain proved the correctness of the As for the next Olympics, to be Montreal Expos and replaced by held in Scoul, the Russians are not saving if they will attend. Gramov

Bill came to me several days ago Vanya Dermedzhiyeva, a woman sketball player from Bulgaria, saying if they will attend. Gramov said that no decision has to be and told me that he was not interthe Olympics, won 16 swimming d: "In all aspects, Friendship '84 ested in continuing his managerial career beyond this season," John made until six weeks before the The Russians dominated in most rpassed Los Angeles. The Russians dominated in most other sports, sweeping aside all op-McHale, the team president and general manager, announced Thursday, "With this in mind, I **SPORTS BRIEFS** Witherspoon met with the board of directors and

> łubka Sets World Mark in Pole Vault ROME (Combined Dispatches) — Sergei Bubka of the Soviet Union ared 5.94 meters (19 feet, 5% inches) Friday night to regain the pole all world record, which he had lost minnes earlier to Thierry Vigneron

> At an international track and field meet, Bubka and Vigneron battled ik and forth at record heights. First Vigneron vaulted 5.91 meters to the previous record of 5.90 meters set by Buhka on July 13 in ndon. Then Buhka regained his record.
> Meanwhile Ed Moses of the United States celebrated his 29th birthday winning his 109th consecutive 400-meter hurdles race. (UPI, AP)

> PARIS (UPI) - The International Auto Sport Federation (FISA) has nned the Tyrrell racing team from competing in the last three races of e Formula One season for illegally modifying its engines at the Detroit The decision keeps the veteran car constructor, whose team has mpeted in the Formula One since 1967, out of the Grand Prix races in onza, Italy, on Sept. 9. Nurburgring, West Germany, on Oct. 7, and

ISA Bans Tyrrell for Rest of Year

FISA originally banned Tyrrell on July 18, ruling that the British team d made three illegal fuel and engine adjustments to boost power in its

toril, Portugal on Oct. 21.

World Bests at Cycling Tournament BARCELONA, Spain (UPI) — Rebecca Twigg of the United States is set a world best time of 3 minutes, 45.02 seconds to beat Jeannie ongo of France in the final of the women's 3-kilometer (1%-mile) In the men's pro pursuit, Hans-Henrik Oersted of Denmark recorded a pild-best of 5:45.44 in the 5-kilometer quarterfinal, then overtook

or the Record Pat Corrales, manager of the Cleveland Indians, has been fined \$1,000 pound heavier than Thomas's 216, the American League for throwing bats to protest a balk call in a game ainst the Baltimore Orioles on Aug. 9. anst the Baltimore Orions on Aug. 7. Shape. Both men standard inches (1.90 meters). The U.S. Soccer Federation has announced that the second and inches (1.90 meters).

athony Devic of Britain oo Friday for the gold medal.

The U.S. Soccer Federation has announced that the second and ciding game in the World Cup qualifying series between the U.S. "I'm feeling real good," Witherstional Soccer team and the Netherland Antilles will be played Oct. 6 at a ground in St. Louis. (UPI) (UPI)

1. Soccer team and the Netherland Antilles will be played Oct. 6 at and my weight is down." Witherston Stadium in St. Louis.

1. Fred Couples sank in an eagle-3 on the 14th hole Thursday to score a spoon weighed 220 when he won the title in an elimination fight are self-town and in Endicott. New York. en golf tournament in Endicott, New York.

Confident for Title Defense

Friday night as he prepared to de-fend his World Boxing Council heavyweight crown for the first time, against undefeated Pinklon

know I am the true heavyweight The 26-year-old heavyweight's

said he was not impressed. "I don't see Tim as a great fight-

shape. Both men stand 6 feet, 3

handed down the following edicts regarding possible postseason play at Wrigley Field in Chicago, a subject that has caused much contro-versy because the stadium lacks lighting for nighttime play:

demands by owners of other teams who would share in the television

The National League playoffs will not be changed from their original schedule. This means that if the Cubs finish atop the National

Burgin, U.S., 7-5. 6-4.

177).
Pittsbursh 018 ass cos—1 7 s
Clacinanti 644 ass ciz—4 8 d
DeLeon, Tetulye (7) and Pena; Tibbs and
Guiden, W—Tibbs, 3-2. L—DeLeon, 6-12.
Los Angeles 106 969 601—2 4 s
Mentreal 188 039 10x—6 11 8
Welch, Zachry (5), Hooton (6) and Scioscio:
Guilickson and Corter, W—Guilickson, 19-7.
L—Welch, 11-13. HRs—Los Angeles, Londreoux 191, Montreal Driessen 1121.

Chicago 808 898 291 5—8 12 8
Aflantu 888 388 808 8—3 8 2
Sanderson, Staddard (7), Smith (8) and
Lake, Davis (7): Perez, Garber (8), Debits, 9, the Partific Coast League. GB (10), Folcone I tot and Benedict, W-Smith, 9-

	Cleveland	188 000 050-6	
,	Milwaukee	202 130 01x-7 1	3 1
	Schulze, Easterly	(3), Farr (7), Jeffcoat	12).
		illard, Bando (6); Sui	
		(9), Secrope (9), Lado	
		limon. S-1 L—Forr.	
		harnton (29), Hali (5	
	Terento	100 000 003-4	
	Culcuso	971 981 980—3	
	Clancy, Gott (7), I	Cey (8) and Whitt; Sea	wer
	and Fisk, W-Gatt.	7-6. L.—Segver, 12-9. H	R-
	Chicogo, Kittle (27		
	Bestea		
	Minnesota	201 650 000-3	
		on ; Hodge, Lysander	
		e (91 and Engle, W-	
	per, 7-5. L.—Hodge,	4-1. HR—Baston, Buci	THE STREET
	(10).		
	Testas	201 000 109-4	8 2
	M 416.	AAU AND DOG &	

AMERICAN LEAGUE

ART BUCHWALD

America the Greatest

WASHINGTON — The fol-lowing conversation was over-country." heard in a Dallas bar at 2 o'clock in the morning during the recent Republican convention.

"You know what makes America great." What?"

"It's being able to turn on your TV set and listen to a politician tell you how great America really is." "I'll tell you what makes Ameri-

ca great. It's i winning 1 gold medal 11 the Olympics and thanking resident Reagan, even if he didn't darn thanking Presithing to do with 🐰

"Nah. that's 🗟 🌠 nor what makes America great. Buchwald What makes America great is the American family

Whose family? "Your family "I'm divorced. I'm supporting

two families." "That's my point, Only in America are we rich enough to support more than one family at a time." "It wasn't my idea, It was the

"Right, that's because we have restree for all "I wouldn't say that. He rook her

side against mine. What kind of justice is that "

"The greatness of our country is that no matter how rich or how poor you can always appeal an in-

"You tried to here a lawyer late-Forget your personal problems, 1% tell you what makes America

3d-Century Sculpture Found in Pisa Canal

The Associated Press PISA, Italy A sculpture of a monk's head that dates from the third century has been found in a canal of this northwestern Italian

The sandstone sculpture was probably part of decorations in the ancient monastery of St. Concord. which is now a ruin, officials said. They said it would be exhibited in Pisa's St. Matthew Museum.

"I'm not a Christian." "Well then, it's living in a Judeo-Christian country."

"I'm not Judeo. I'm Voodeo." That's exactly what I said. What makes America great is living in a Judeo-Christian-Voodeo country - where you can practice the faith of your choice whether in a school, a church or at an airport.

"How about this? What makes America great is that rou can be outraged at Miss America posing in the nude for Penthouse magazine. but nobody can stop me from buying it at the newsstand, just to see what all the fuss is about."

"I just thought of one. What's great about America is we can get our clothes whiter than any country

in the world." "And according to Cliff Robert-son. AT&T is working twice as

hard to gain our trust." "I'll tell you what is great. Our children, who will be the future leaders of America." Not to mention our women.

They're really great." "And getting greater all the

"You better believe it." "Let's not forget the minorities who want their share of the greatness of America

"No one would forget them in an election year." 'At the same time we do have

That in itself is the great thing about America. We recognize our faults and have the ability to cor-

rect them without endangering our national security." "Or shortchanging the people on the bottom of the ladder.

"Ul tell you another thing that's great about America. The Dallas Cowhoys."

"What's so great about the Dallas Cowboys? They're America's team." "I hate the Dallas Cowboys."

That's what I mean. You can either love them or hate them, and as long as you don't live in Dallas no one is going to arrest you." "Well, it's been great talking to

'It's been great talking to you but not nearly as great as talking about America."

Nikola Tesla, a Bizarre Genius, Is Getting His Due

By William J. Broad New York Times Service

N EW YORK — The world of science is belatedly recognizing one of its most important, eccentric and enigmatic inventors, Nikola Tesla.

A century after he arrived penniless on the docks of New York City, Tesla is receiving credit for achievements that outdid those of his contemporaries. Thomas Edison and Guglielmo Marconi, And more than 40 years after the recluse died in a Manhattan hotel room, in the company of the pigeons who were his favorite companions in the final years of his life, he is being elevated to the pantheon of the world's great inventors.

It was Nikola Tesla, not Marconi, who invented the first radio; it was Tesla, not Edison, who devised the system of electric power distribution now used throughout the world. Working in small laboratories in midtown Manhattan and Greenwich Village. Tesla invented the polyphase electric motor, the bladeless steam turbine and the radio-guided torpedo.

To help publicize the accomplishments of the enigmatic genius, a group of scientists and engineers have formed the Tesla Centennial Committee and recently held a symposium, organized an exhibition and persuaded the governor of Colorado to dedicate August to Tesla. "He helped spawn the industrial revolution," said Tohy Grotz, chairman of the Tesla Centennial Committee and an engineer at Martin

Marietta Aerospace in Denver. Tesla was horo in 1856 in Croatia, then part of the Austro-Hungarian Empire, and soon showed a talent for tinkering. In 1884, he took a ship to New York and went to work for Edison, but they parted after a dispute over an invention.

Going into husiness for himself, Tesla developed the basis for the alternating-current system. To make the system practical, he patented a variety of alternatingcurrent generators, transformers and

So much for Tesla's conventional history. The centennial committee says he went on 10 do much more - envisioning and inventing a dazzling array of futuristic devices. "All the literature says Marconi invented the radio," Grotz said. "But loog before Marconi had a patent, Tesla was demonstrating a radio-controlled model boat and talking about transmitting electri-cal power across the Atlantic, Compare that to Marconi's S-O-S."

Another example is radar, which employs short wavelength radio signals that can be reflected back from solid objects. As early as 1900, members of the centennial committee note, Tesla suggested that these wavelengths could be used for locating



Many of the 27 speakers at the Tesla symposium, held at Colorado College in Colorado Springs, put their emphasis on Tesla's spectacular experiments at a laboratory not far from the symposium site. There, at the turn of the century, Tesla built enormous coils that generated 10 million to 12 million volts of electricity and sent bolts of artificial lightning flashing t35 feet through the air, although to this day scientists debate what Tesla accomplished, for much of the work was shroud-

Margaret Cheney in her book, "Tesla, Man Out of Time," details some of his eccentricities. At the height of his fame, while eating dinner in the Palm Room of the Waldorf-Astoria Hotel in New York, he would polish the already sparkling silver and crystal using exactly 18 napkins. He had a phobia about germs and a love of

numbers divisible by three.

After the death of his mother, Tesla became increasingly eccentric and withdrawn, He never married. Nearly every day he would go to Bryant Park behind the New York Public Library and feed his friends, the pigeons, Late in life he an-nounced that he had received signals from distant planets,

One testimonial to his genius did come in 1917 from B. A. Behrend, an engineer who had an inkling of the mark Tesla would make on Western civilization. "Were we to eliminate from our industrial world the results of his work," he told a banquet in Tesla's honor, "the wheels of industry would cease to turn, our electric cars and trains would stop, our towns would be dark, our mills would be dead and idle. His name marks an epoch in the advance of electrical science. From his

work has spring a revolution."
Tesla's laboratory in Colorado Springs
was a barn-like structure that sat atop a hill on the prairie and was crowned by an 80foot (24-meter) tower and beyond that a 122-foot mast. The tall fence surrounding it carried signs reading: "Keep Out — Great Danger." The claps of thunder from his bolts of artificial lightning could be heard for miles.

According to Charles Wright, a retired engineer formerly with the Public Service Co. of Colorado, the laboratory was filled with a host of inventions including high-voltage transformers, dynamos, coils, capacitor-discharge devices, oil-insulated capacitors and a large metered control panel. from V In Colorado Tesla hit upon what he group.

EMPLOYMENT

DOMESTIC POSITIONS AVAILABLE

thought was a revolutionary way to send electricity through the air. "Not only was it practicable to send telegraphic messages to any distance without wires." he wrote of the insight, "but also to impress upon the entire globe the faint modulations of the human voice, far more still, to transmit power, in unlimited amounts, to any terrestrial distance and almost without any loss."

With the financial backing of J. P. Morgan. Tesla embarked upon a plan to com-mercialize the discovery, building a 200-foot tower at Shoreham on Long Island. By 1905, however, Morgan had abandoned the

project and the tower was never completed.

Tesla, especially in later years, was a man of extraordinary idiosyncrasics and boastful declarations that sometimes sent his science peers into a rage.

With a pocket-size vibrator, he ooce told reporters, he could generate resonant trem-ors that would split the earth in two. He gave its resonant frequency as one hour and 49 minutes. Whatever the plausibility of his earth-splitting scheme, the rather precise estimate of Earth's frequency turned out to be close to the mark, as was demonstrated during the great Chilean earthquake of 1960, when geophysicists were able to measure the time it took waves to travel back and forth through the Earth.

At the symposium some of Tesia's advocates seemed to try to outdo the master's knack for hyperbole as they conjured visions of death rays and futuristic weapons. In a paper entitled "Star Wars Now!" Thomas E. Bearden, a retired nuclear engineer and army war games analyst, noted what he said were a number of designs for making weapons based on Tesla's more exotic ideas. The hypothetical devices included what he termed a Tesla howitzer and a Tesla shield that could allegedly stop

Tesla suggested in 1940 that the United States military could build a system of death rays that would melt enemy airplanes at a distance of 250 miles (400 kilometers). The War Department looked into the idea and said politely, no thanks. "With Tesla you're always going to get the fringe," said Robert K. Golka, a physicist who spoke at the symposium. "It's hard to tell what is real and what is not.

about perpetual motion. Tesla's closest living relative, William H. Terbo, a great-nephew, says that four basic types of people are attracted to Tesla serious scientists. Yugoslavs proud of his achievements, pseudoscientists who pursue some of his wackier ideas and cultists who worship him as an extraterrestrial.

Tesla will always attract guys with ideas

"There are religious fanatics in Pasadena who say he came down on a space ship from Venus," said Terbo, "It's oo small

PEOPLE

Lennon Memorabilia Tops Beatles Auction

An unpublished manuscrip John Lennon led the bidding sale of Beatles memorabil Sotheby's auction house in Lo don. Everything from a guitar postcards came under the hamn Thursday, but the objects associa ed with Lennon fetched the higher prices. The manuscript, 16 pages handwritten poetry and prose with ten when be was a struggling must cian in Liverpool, went for £17,60 (about \$23,000), and an America businessman paid £16,050 for on of Lennon's guitars. Sotheby's too in £207.497.

Dan Koko, a stuntman, pockete \$1 million Thursday by jumpin 326 feet (about 100 meters) from atop the Vegas World Hotel and atop the vegas would note and Casino in Las Vegas, Nevada, and landing in an airbag. Koko, a na-tive of a Cherokee, North Carolina. Indian reservation, landed on his back and emerged from the 204 font-high airbag with only a rip in his jump suit. The \$1 million in his jump sure to Koko by Vegas World's owner, Bob Stupak Stu-pak said he made the offer because of the publicity and because Koko was defying death to make the

Stacy Chanin, 23, has become the first swimmer to circle Manhattan three times, eating banana-and. honey sandwiches and pasta and listening to "mellow rock" musicas: she swam 84 miles (135 kilometes). "I did it!" Chanin said when we emerged from the East River at 9:30 P.M. Wednesday, 33½ horss after beginning her swim. The University of Maryland senior from Silver Spring became nauseous at

ter swallowing polluted river water and battled queasiness for 12 hours by consuming watered-down 70gurt as she swam. Who's Who in America spent |

months looking for five eminent Americans to honor for their achievments, and picked the Chrysler Corp.'s chairman, Lee in-cocca, the writer Malcohn Conley, the DNA researcher Macha McCarty, the sociologist Robert Merton, and Claude Shannon, a specialist in information theory. The winners of the first Who's Who in America Achievement Award each will receive \$10,000.

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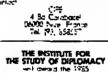
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